



# Small businesses key to full employment new minister believes

By David Felton, Labour Correspondent

Mr David Young the Prime Minister's new one-man think tank on job creation, yesterday firmly stated his belief that a return to full employment was possible in the long term.

The jobs would come from setting up soundly based small enterprises with the potential to grow and from an expanding leisure sector, he said. "If I have an ideological message it is that to be in a service job is not the same as being service."

The former chairman of the Manpower Services Commission, where he controlled a staff of 23,000 and an annual budget of more than £2,000m, will move into the Cabinet Office tomorrow as minister without portfolio with a staff of two or three and will immediately take on the mantle of one of Mrs Margaret Thatcher's closest advisers.

He said last night that he would undertake specific tasks set by the Prime Minister in addition to formulating his ideas and seeing them through. "I just refuse to accept the pessimistic forecasts that we are in for a period of perpetual high unemployment. I am sure there were people saying the same thing back in the 1930s."

"But I believe these things go in cycles and we will get out of this cycle. Look at the United States, where they have got unemployment down 7 per cent, which is very close to full employment," he said.

Mr Young yesterday: "I'm not pessimistic"

Describing himself as an "underlord" who would continue to work for other ministers Mr Young aged 52, said: "I hope they will not see me as a threat. I am not a professional politician but will be their ally."

"I tend to be a doer rather than a thinker and I also see myself as a persuader. I am a conviction politician who believes that consensus is sometimes inevitable to win people over to your point of view." Mr Young said. During his two and a half years as the £33,000 a year chairman of the Manpower Services Commission he made a big impression on hostile trade unions.

His powers of persuasion, which led Mr Norman Tebbit to agree to back the £1,000m Youth Training Scheme, will be brought to bear in his new job, once he has been sworn in as a Privy councillor by the Queen at Balmoral this afternoon.

Mr Young intends to find ways of removing the red tape which he believes dissuades people from setting up their own businesses and also suggest offering training, perhaps through home videos, on the intricacies of Pay As You Earn, Value Added Tax, and employment regulations.

He regards the immobility of labour as a serious difficulty when unemployment is geographically patchy. "We have to find some way of persuading people to go where the jobs are," Mr Young said.

Mrs Thatcher's new minister laid the blame for today's high jobless rate on the country's inability 20 years ago to establish small businesses employing one or two people which by today could have been employing hundreds.

He quoted Jaguar Cars as being a prime example of an enterprise efficiently run with its market identified which can then start hiring new people.

Mr Young said new technology did not necessarily lead to high unemployment and quoted the example of Japan as a country with the lowest unemployment rate but the widest use of robotics and other high technologies.

## Dismissal mystifies Ivor Richard

From Ian Murray, Strasbourg

Mr Ivor Richard, EEC commissioner for the unemployed, spent yesterday struggling to come to terms with the fact that he has been dismissed.

From next year he joins the 12,500,000 unemployed Europeans, who have been his special responsibility, in looking for work.

Monday's news that he is to be replaced by Mr Clinton Davis has not had time to sink in properly. He had to get up early yesterday for the long drive to Strasbourg to prepare for a meeting with the European Parliament's social affairs committee. His usual full week of meetings, journeys and work looms before him. When he does think about his rejection, his reaction is uncomprehending and resentful: "I don't see what the object of the exercise is," he said, shoulders shrugging, arms outstretched.

"If you want to ensure that your country's commissioners get important jobs you don't send in two new men who do not know the ropes."

Mr Richard made no secret of the fact that he wanted another four years in Brussels from next January, and he was "perfectly satisfied" after two meetings with Mr Neil Kinlock, the Labour leader that he would again be the Labour Party's nominee for the job. He is satisfied that he has signal.

He is convinced he has been sacrificed simply because "she doesn't like me". He recalls how during the past four years his ideas on creating a social policy for the EEC ran up against the British Government "time and again".

These included ideas for reducing the working week, formalizing part-time working and on giving workers in multinationals better information about company policy. Britain led the attack on all of these.

Mr Richard remains convinced that if the ideas could have been implemented something would have been done already to turn the tide of unemployment. "But she doesn't like the," he says. "She claims the ideas send the wrong signal."

The association said many of its members are resorting to ingenious methods to maintain their businesses but are keeping their ideas secret for fear of retaliation by strikers.

The strike has held up some shipments of bulk materials and liquids but suppliers are reordering and having loads split into smaller amounts and landed at strike-free ports.

The association has recorded instances of grain, animal feedstuffs and oil used in food manufacture being diverted and successfully imported that way.

A national survey of the impact of the strike is being conducted by the association. The results are expected within 10 days. A spokesman said: "There are no shortages, but the strike will prove to be time-consuming and a hassle and it will certainly turn out to be very costly indeed".

• The National Association of Port Employers said last night that there were 8,570 registered dockworkers on strike yesterday and 5,991 at work.

The gunmen, who were in a car that had been stolen in the Creggan estate, hit the police car 15 times. The policeman received serious injuries to the chest and neck and was said to be seriously ill in hospital. The

traffic warden escaped with minor cuts.

A spokesman for the Londonderry and District Unionist Association said the assassination attempt should give Mr Douglas Hurd, the new Secretary of State for Northern Ireland, an indication of the type of danger that its citizens faced.

Mr William Ross, the MP for Londonderry East, said the shooting was a welcome for the new Secretary of State.

Mr James Cowan, deputy chairman also told the miners that many pits would find it difficult to resume normal output for as long as three months.

Mr Arthur Scargill, union president, has proposed that the plan should be rephased to allow output increasing by five million tonnes a year.

The board argues that the

## Miners' strike is small change to currency dealers

"Coal talks meet difficulties", announced the electronic screen wired up to Reuters news agency hanging above the international currency dealing room of the National Westminster Bank in Threadneedle Street, London. Frankly, nobody took much notice.

The clamour of the dealing room, which resembles a hectic, shouting middle eastern bazaar without the funny costumes, did not rise above its normal fever pitch. The cries that filled the air were not discernible from desperate sterling holders frantic to sell, sell, sell.

"In world terms the British coal dispute is pretty small beer," Mr Alan Pain, the dealing room manager explained. "Currency markets are far more interested in what is happening in America, and the dollar."

So much has been happening to the United States economy that the past two months have given the NatWest dealing room its busiest period for several years, and the bank is thinking of revising the useful life of a dealer from 15 years to 10 years before he is led away quietly to some gentler pastime of tending other people's money.

Little of the extra business, however, has been as a direct result of the posturing of Mr Arthur Scargill and Mr Ian MacGregor. "The market expects the miners to be on strike now. I think we will see a flurry only when there is some definite indication of a return to work," Mr Pain said.

That seems to be another way of saying that the miners have driven the pound to the pit bottom and can drive it no deeper.

About 60 dealers sit behind banks of flashing lights indicating direct telephone lines from brokers, other banks, big multinationals companies, and anyone else with the financial clout to deal in world money. Beside each dealer a computer screen shows the up-to-the-minute exchange rates.

The hub of the operation, indicated by a miniature stars and stripes on top of the telephone switchboard, is the dollar-sterling desk, while in a quieter corner the "Exotic desk" deals in forints, bahts and other minor moneys.

The speed of dealing is almost frightening. "A major announcement that, for



Million dollar men: Mr Alan Pain standing at the dollar-sterling desk, manned by Mr Ken De La Salle (Photograph: Bill Warhurst).

## Union chief denies beef claim in hospital poisoning

From Craig Seton, Wakefield

A health official's claim that roast beef had been left out for 10 hours on a hot day and caused the spread of food poisoning throughout a hospital was denied yesterday by a trade union leader representing kitchen staff who, he said, were appalled by the serious allegations.

The allegations and counter-allegations about the salmonella outbreak at Wakefield's Stanley Royd Psychiatric Hospital, during which 27 patients have died, led the district health authority yesterday to halt its regular press conference until further notice.

One more death has been reported at the hospital, of a woman aged 74, but like six others, she did not display symptoms of salmonella poisoning. Laboratory tests on samples from 17 dead patients have shown that 10 were positive and it is accepted that some of these deaths are due to other causes. Inquests have been opened on some, but not all of the dead.

Yesterday 18 patients were still suffering salmonella-type symptoms, four more than the previous day because of recurrence of symptoms, and seven were seriously ill.

The outbreak began on Sunday, August 26, the day after the roast beef was served in a salad tea, and more than 350 patients and staff at the 900-bed hospital were affected.

Yesterday Dr Geoffrey Ireland, District Medical Officer of the health authority defended the authority against criticism that staff at Stanley Royd had

### THE OUTBREAK IN FIGURES

|           | New Cases | Total | Deaths |
|-----------|-----------|-------|--------|
| Sunday 26 | 45        | 45    | 1      |
| Mon 27    | 108       | 153   | 0      |
| Tue 28    | 59        | 212   | 1      |
| Wed 29    | 53        | 265   | 1      |
| Thur 30   | 14        | 310   | 1      |
| Fri 31    | 16        | 326   | 3      |
| Sat 1     | 7         | 333   | 3      |
| Sun 2     | 1         | 334   | 3      |
| Mon 3     | 4         | 338   | 2      |
| Tue 4     | 1         | 341   | 0      |
| Wed 5     | 2         | 343   | 2      |
| Thur 6    | 0         | 341   | 2      |
| Fri 7     | 5         | 346   | 2      |
| Sat 8     | 1         | 347   | 1      |
| Sun 9     | 0         | 353   | 1      |
| Tue 11    | 0         | 353   | 1      |

7 patients died who had no symptoms; 17 patients died (symptoms 25 Aug - 28 Aug); 1 died (symptoms 28 Aug); 1 died (symptoms 30 Aug); 1 died (symptoms 3 Sep)

## TV 'home doctor' idea criticized

By Nicholas Timmins, Social Services Correspondent

Plans for a "Home Doctor Service" on the television screen, using Prestel, were criticized by the British Medical Association yesterday.

The new service will allow patients to identify the likely causes of their symptoms, and to decide when to treat themselves with drugs bought from chemist and when to visit the doctor, the company launching the scheme, Information Transfer International, said yesterday.

The service will be financed by drug companies, who, for £75 a time, will be able to have their over-the-counter medicines mentioned in the text, with references to advertisements and information about them.

Sir Gordon Borrie, Director of Fair Trading, has called for the investigation of the tracks which still provide the second most popular spectator sport.

There are 43 tracks licensed by the club, and governed by its rules, that account for between 80 per cent and 85 per cent of greyhound racing turnover. The other 57 tracks are not licensed by the club. Among club-licensed tracks are 10 owned by the Greyhound Racing Association, with Launceston and Corral each owning two tracks.

Complaints to the Office of Fair Trading have centred on three club rules. One lays down that a dog may not be raced on a club-licensed track unless it has been in charge of a licensed professional or owner-trainer for at least seven days before a race. It means a dog owner not meeting that stipulation generally cannot race a dog on club-licensed tracks.

Many people are receiving drugs from their doctors and are curious about them", he said. The information "would help patients understand better why they are taking their medicine and any problems they might expect".

A spokesman for the British Medical Association said that such patient education "could be viewed as a crude attempt to use patients to promote the sales of certain drugs".

He said: "Doctors are specifically prohibited from prescribing drugs which are advertised to the public.

## Fears ease for missing nurse

Concern for the safety of missing pupil midwife Miss Angela Macklin, aged 24, eased yesterday after information from a relative of the man she is believed to be with.

Miss Macklin left the nurses' home at St Mary's Hospital, Portsmouth, on Sunday, with Mr Steven John Bolton, aged 25. Police said they were concerned for her well-being.

But a relative of Mr Bolton's told the police he had seen the couple yesterday and they appeared happy.

Det. Insp. Jack Rogers said: "I feel happier about the situation." Police would still like to speak to Mr Bolton.

## Transfer of air routes opposed

Britain's Chamber of Commerce and Industry are opposing Civil Aviation Authority proposals to transfer British Airways' provincial routes to independent airlines. They say the plan could reduce the status of airports such as Manchester and Birmingham and jeopardize the range of flights they offer.

They are also against transfer of intercontinental routes to British Caledonian, a move which they say would "weaken BA's ability to compete with foreign airlines and do nothing to promote genuine competition."

Leading article, page 11

## Child leaves hospital

Luke Milligan, aged two, returned home yesterday a week after surgeons amputated his feet. He left the Nuffield Orthopaedic Centre, Oxford, with both legs still in plaster. He will return to the hospital on Monday.

The boy, of Pinhook Way, Boiley, had the operation because of a bone defect at birth after his mother took the morning sickness drug Dexamethasone during pregnancy.

## Director jailed for bribery

A company director who helped to swindle his employers of nearly £1.8m and "bought" the co-operation of others to do so was jailed for seven and a half years yesterday, at Manchester Crown Court.

William Kelsey, aged 64, of Grange Cliff Close, Sheffield, South Yorkshire, admitted corruptly giving gifts of cash and holidays to four men, one a detective sergeant, conspiring to steal metal and to obtain money by deception through fictitious invoices.

## Demolition veto on Nissen huts

Yeovil District Council has been told by the Department of the Environment that it cannot demolish two run-down Nissen huts because they are listed buildings. The techniques used in building the huts are of "special interest".

The council had wanted to knock down the huts at Goldcroft, one of which is inhabited, to make way for a housing development.

The Times overseas selling prices: Austria Sch 25; Belgium S 75; Canada \$2.75; Chile Pts 170; Cyprus Pts 100; France Fr 1,700; Germany DM 3,000; Holland NLG 1,600; Ireland £1,600; Italy L 1,200; Luxembourg £1,200; Morocco Dhs 8,000; New Zealand £1,200; Norway Kr 1,200; Portugal £1,200; Spain Pts 1,200; Sweden Kr 1,200; Switzerland Fr 1,200; Turkey L 1,200; USA \$1.75; Yugoslavia D 1,200.

## Coal board will miss output target

By Paul Routledge, Labour Editor

The National Coal Board has told miners' leaders that output will halved to 50 million tonnes this financial year, even if the pit strike ends immediately.

Figures given confidentially to leaders of the National Union of Mineworkers disclose that the board will be unable to meet its five-year plan to produce nearly 500 million tonnes of coal by the end of May.

Union negotiators pressed Mr Ian MacGregor, chairman of the board yesterday, to keep open every pit because the industry could not otherwise

fulfil its production targets which call for output of 100 million tonnes a year until 1989.

Mr James Cowan, deputy chairman also told the miners that many pits would find it difficult to resume normal output for as long as three months.

Mr Arthur Scargill, union president, has proposed that the plan should be re



## THE SDP ASSEMBLY

## Owen calls for 'plain truth' about Belgrano

The Government should correct any misstatements made to the House of Commons about the sinking of the Argentine cruiser the General Belgrano and drop the prosecution of Mr Clive Ponting under Section 2 of the Official Secrets Act. Dr David Owen, leader of the SDP said in reply to an emergency motion which was carried unanimously.

Tell the truth. Drop the prosecution and the vast majority of this country will breathe a sigh of relief and turn to other business," he advised Mrs Thatcher. Dr Owen said that the Government had locked itself into a depressing cycle of error, half-truths and deliberate falsehood. "The truth was not discreditable, it simply needed to be told."

"Instead we have a campaign of misinformation beginning to reach into the heart of democratic government. The integrity of the Civil Service is being brought into question. We are in the early stages of a Watergate."

He recounted the events of April and May 1982 and said that a television programme during the general election Mrs Thatcher had said the Belgrano was not steaming away from the Falklands when it was sunk, although it had been.

"The crucial issue is that the record must be set straight and Parliament must be told the truth. The alleged actions of a civil servant, Mr Clive Ponting, who is a member of this party, have made disclosure inevitable."

The emergency motion, containing the demands for an acknowledgement to the Commons and the select committee on all the events leading up to the sinking of the Belgrano, which undermined the ability of the Commons to reach a balanced and proper judgment on the actions of the Government, was passed unanimously.

## Youth training call to minister

Mr David Young, the minister without portfolio, should tell Mrs Thatcher's Cabinet to stop playing off the Department of Education and Science against the Department of Employment and give education and training the priority it deserved if Britain was to survive. Mr Tom McNally, the former MP, said when opening a debate on youth policy.

The leader of the Young People of winning youth votes was one Tracey Ullman video, while the Young Socialists preached a narrow brand of Trotskyism, he added.

## Motion on policy withdrawn

Any difference of policy between the SDP and Liberal parties would be exploited by their opponents, Mrs Shirley Williams, President of the Council, said, speaking against an emergency motion which expressed concern at the proposed reorganization of SDP policy-making in 1987.

The mover of the motion, Mr Roger Fox, from Ealing, agreed to withdraw it after Mrs Williams stressed that the SDP had and would continue to have its own identity.

## BRITISH ASSOCIATION

## Human colonies in space project

A project aimed at setting up human colonies in space with as many as 10,000 people living in huge space stations was launched yesterday as an optimistic antidote to the nuclear arms race. Part of the same project is the creation of an experimental unit in Britain where volunteers would live under the conditions that might exist on Mars.

The project, to be called the Argus venture, was announced by Lord Young of Dartington, the originator of the Consumers Association and the Open University.

The hope behind it is that a third space programme will be launched by Europe in conjunction with Japan and the Commonwealth to encourage the super powers to spend more on peaceful exploration and less on space armaments.

"The establishment of human colonies in space will be given priority from the beginning," Lord Young said. Merely to put

## Tory programme of privatization 'fails to increase competitiveness'

The SDP's economic policies were not aiming Thatcherism, nor were they Thatcherist, with the exception of Mr David Sainsbury said, opening the debate on competitiveness and the social market economy.

"What we need to tackle the problem of unemployment is a combination of Keynesian macroeconomic policies with micro-economic policies to improve the competitiveness of industry," he said.

"By micro-economic policies, I do not simply mean policies to cut the real wages of British workers, as Nigel Lawson does, but policies to improve the quality and performance of British goods and the production methods used to make them."

He said a key question was the SDP's attitude to the Government's programme of privatization.

He did not want British Airways sold off until the issues of competition were resolved.

It was often thought that if one supported competition in industry, one must see no effective role for Government, but this was a dangerous simplification.

He moved the motion which included criticism of ideological adherence to privatization or nationalization because they created an unnecessary and dangerous instability. It stated that public ownership could be successful but privatization made sense when it widened choice, increased competitiveness, gave employees a meaningful interest in their business and encouraged genuine wider ownership of wealth. But it noted the Government's privatization programme had, so far, failed to do these things with the notable exception of the National Freight Corporation.

Mr John Cockayne, North and East Oxfordshire, called on the party to reaffirm its commitment to a form of incomes policy as a fairer way of dealing with inflation than increasing unemployment.

Mr Henry Faulks, Bristol, moved an amendment deplored the

Government's privatization programme. He said selling off the state Steel Corporation's more profitable parts would weaken it. The SDP would restore an effective form of public accountability to British Telecom, British

Mr Will Fitzgerald, Devon, moved an amendment, later agreed, to a motion instructing the policy committee to explore and define the political and economic implications of the social market economy.

Assembly reporting by Sheila Beardall, Barbara Day and John Winder.

The amendment said that exploration should be conducted with reference to the experience and policies of other European Social democratic parties, especially in Germany and Sweden, and to the most effective methods of achieving a progressive redistribution of economic power for the benefit of the whole population.

Winding up the debate, Mr Ian Wrigglesworth, MP for Stockton South, said they rejected the all-or-nothing approach to capitalism and socialism. Life was a mixture of contradictions and conflicting philosophies and views. Socialism and freedom came into conflict, so why was the press criticizing the SDP for any conflict between competition and compassion, toughness and tenderness?

The difficult mould the party was having to break was in the minds of people, their worries, their supporters' words and the words of their opponents.

The amendment moved by Mr Faulks would alter the balance in the motion in favour of public ownership rather than private ownership. It talked about restoring an effective form of public ownership to Britain. The amendment, in the context of the motion, would be interpreted as moving back to renationalization.

The amendment by Mr Faulks was rejected.

## Jenkins sure of breakthrough at next election

The SDP had matured into a self-confident and battle-trained political party since its formation and must not underestimate its chances of a full breakthrough at the next general election, Mr Roy Jenkins, the party's former leader said at a fringe meeting.

Such a breakthrough was a "strong possibility" but it must be a joint breakthrough with the SDP's Liberal partners in the Alliance, he said.

Mr Jenkins was addressing a fringe meeting organized by a platform with Mr Michael Mansergh, Liberal MP for Leeds West, added that there were disturbing reports about the relationship between supporters of both parties meeting at constituency level.

Mr Wrigglesworth, sharing a platform with Mr Michael Mansergh, Liberal MP for Leeds West, added that there were disturbing reports about the relationship between supporters of both parties meeting at constituency level.

## Joint groups 'hardly on speaking terms'

Members of joint Social Democrat and Liberal groups described as "hardly on speaking terms" said stop meeting formally. Mr Ian Wrigglesworth, SDP MP for Stockton South, told a fringe meeting of the assembly.

He said there was a danger of members of both parties building great ideological edifices.

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## Hopes fade for thaw in East-West diplomacy

## Gromyko maintains his hard line in run-up to meeting with Reagan

From Richard Owen, Moscow  
Mr Andrei Gromyko's meeting with President Reagan later this month could signal the beginning of an East-West thaw. But observers here see no sign so far that Mr Gromyko is ready to make concessions.

The dismissal of Marshal Nikolai Ogarkov as Chief of Staff has reduced the role of the military, which has taken a hawkish line on arms control. Mr Gromyko still intends to maintain Moscow's hard line, however, judging by recent Soviet pronouncements. He embodies Soviet foreign policy and Moscow's hostility toward the West.

An important speech by Mr Mikhail Gorbachov, the 53-year-old Kremlin number two, suggests that members of the Politburo's younger generation favour restored détente, provided the West stops trying to divide and undermine the Soviet block.

But bitter Soviet attacks yesterday on Mr Reagan as "the ugly face of malignity" did not indicate that the Kremlin was about to help the President in his reelection campaign, or that it had decided his victory was a foregone conclusion.

The Soviet press accused Mr Reagan of questioning the 1945 Yalta conference and "postwar realities" in an address to Polish-Americans in Pennsylvania. It said Mr Reagan supported "anti-socialist scum" — a reference to Solidarity — and was poisoning the atmosphere with his "vicious diatribes".

Diplomats said Moscow's unbending hard line was also reflected in the cancellation of trips to West Germany by President Todor Zhivkov of Bulgaria and Herr Erich Honecker, the East German leader. There was still no sign, moreover, that Russia would send a delegation to the "Star Wars" talks in Vienna next week.

*Pravda* even expressed pessimism over the Stockholm disarmament conference, which has still not made it to all members of the party, except what is by the socialist market.

If it were true, economic assistance to earn the money up to social services that are wants, the concept of truth, necessary to go on.

But Dr Ove more than that.

## Kohl accuses Russians of blow to détente

From Michael Birnbaum, Bonn

The Bundestag will debate today the collapse of the planned visits here by Herr Erich Honecker, the East German leader, and President Todor Zhivkov of Bulgaria, after the Kohl Government's sharp rejection of opposition charges that it is to blame for the unravelling of Bonn's *Ostpolitik*.

The Chancellor told a meeting of the Christian Democratic Union in Berlin that the Russians shared responsibility for the cancellations. He said both leaders wanted to come but "at present" no one knew what was happening in Moscow. He emphasized the Government's wish to continue the East-West dialogue, and pointed out that Bonn's policy of small steps towards improving relations had the full approval of President Reagan and President Mitterrand.

The Chancellor said the question of German unity was neither old-fashioned nor one-sided, and he flatly rejected East Berlin's demands that Bonn should recognize East German citizenship, transform its diplomatic mission into a proper embassy, recognize the frontier in the centre of the Elbe river, and close a centre at Salzgitter to monitor shootings by East German border guards.

Herr Kohl also forthrightly rejected East European accusations of "revanchism" in West Germany. He said he faced criticism in Poland of his address to Germans expelled from territories lost in the east incomprehensible, and said it was strange that no Chancellor had addressed such a meeting for 17 years.

He also denied that there were any differences of opinion between himself and Herr Alfred Dregger, the CDU party leader in the Bundestag, whose disparaging remarks about the Honecker visit were cited by East Berlin as a reason for the postponement.

The tough line taken by the Government in the face of opposition accusations of ineptitude in handling relations with East Europe is seen here as an end to the consensus in government and "cooperation" policies on *Ostpolitik*. Herr Kohl described the Social Democrats as playing the role of "useful idiots" in the Soviet campaign against revanchism.

Bonn is taking comfort from the firm statements by the Romanians that President Nicolae Ceausescu does not intend to cancel his visit next month. However, senior politicians, including Herr Franz-Josef Strauss, Prime Minister of Bavaria, have given warnings against playing up this visit, in the way the Honecker visit was.

There is speculation here that Moscow will do its best to dissuade President Ceausescu from coming, as the hardliners in the Soviet Politburo are determined to punish Bonn for deploying the new Nato missiles.

The Government also insists that neither Herr Honecker nor President Zhivkov have cancelled their visits altogether, and there is therefore no strain in Bonn's relations with their countries.

## Ministers ease way to bigger EEC

Dublin (Reuter) — EEC foreign ministers appeared yesterday to have eased the way to an accord that would admit Spain and Portugal to the Community by 1986.

The ministers met in emergency session in Dublin to try to agree on entry terms. Their last meeting eight days ago ended in deadlock on key conditions.

Diplomats said the ministers were not in a position to agree on detailed proposals. These should be taken up at separate meetings of foreign and farm ministers in Brussels next Monday and Tuesday.

The ministers were alarmed that lack of progress in difficult negotiations with Madrid might push the ruling Socialist Party into an anti-Community and anti-Nato stand at its congress in December.

They believed yesterday's session would give new impetus to the enlargement talks and allow resumption of substantive negotiations with the two countries.

A West German spokesman said that, though it was no longer possible to keep the September 30 deadline for completing negotiations, it was politically important that the Community should be seen to be making progress by then.

He said their Hans-Dietrich Genscher, the West German Foreign Minister, thought a speeded-up compromise should be reached by the end of the month, allowing negotiations with Spain and Portugal to go ahead at a session to be held in Luxembourg on October 1 and 2.

It takes about four hours to make a Modigliani sculpture that will satisfy the art critics. This was proved on Italian television on Monday evening, just this, between 4pm and 8pm.

It had long been said that the artist, in a mood of dissatisfaction, had thrown some sculptures into the canal in 1909. When a centenary exhibition of his works was held this year, it seemed the time to find out.

The recipe is simple. First go to the sanctuary of the Madonnina di Montenero, a few miles outside Lopriano in southern Italy. Second, find an illustrated catalogue of the local soft stone. Third, make a Modigliani's works. This is the task, however, and an electric drill and, with the help of a piece of chalk, set to work.

It was a success. The three students — Francesco Ferrucci, Michele Ghelarducci and Pietro Luridiana in the television studios with the "Modigliani" they made in four hours.

## How to fake a Modigliani

From John Earle, Rome

The three students — Francesco Ferrucci, Michele Ghelarducci and Pietro Luridiana did just this, between 4pm and 8pm.

It had long been said that the artist, in a mood of dissatisfaction, had thrown some sculptures into the canal in 1909. When a centenary exhibition of his works was held this year, it seemed the time to find out.

The students returned from their August holidays to find things going further than they had bargained for. They contacted a magazine and told their story, supplying a photographic of the negatives at work.

Even so, there were those who said the photograph was the fake and not the heads. The three would have to show that they could do it again — which they did before the television cameras.

## Sour note persists at arms conference

Stockholm (Reuter) — The 35-nation European Disarmament Conference began its third session yesterday with the Soviet Union renewing its attacks on US foreign policy and accusing Washington of extending the arms race to outer space.

Delegates said the day's proceedings showed East and West remained as far apart as ever on how to reduce the risk of war in Europe.

The Soviet representative, Mr Oleg Grinevsky, who chaired the opening plenary meeting, said: "The US desire to tilt in its favour the existing world balance of forces, and the continuing deployment in some countries of Western Europe of new American missiles, result in an increased danger of nuclear war."

"And now the US plans to extend the arms race to outer space as well, making it a huge theatre of war."

Western delegates described the speech as polemical and merely restating Soviet positions.

The Dutch representative, Mr Petrus Buwalda, told reporters: "If I had had any optimism about this session, it would have been crushed by the Soviet statement."

The conference is effectively the only arms forum in which Moscow and Washington are still talking to each other. It began in January with a mandate to negotiate confidence and security-building measures in Europe, but the first two sessions made no headway because of East-West disagreements on what it should be discussing.

Nato wants to talk about specific military measures, such as notification of military manoeuvres and exchanging observers, with provision for these to be verified.

The Warsaw Pact countries favour discussion of broader political measures, such as a general non-use of nuclear weapons.

In a clear reference to the Nazi position, Mr Grinevsky said some participating states were emphasizing "technical military measures of secondary importance."

"At the same time they are evading businesslike consideration of the major initiatives put forward by the Soviet Union and other socialist countries," he said.

The Irish delegate, Mr Gerard O'Brien, speaking on behalf of the European Community, said no 10 members were concerned by the tendency to divide proposals into "political" and "military-technical" measures.

Mr Grishin, a member of the Kremlin old guard, added that the division of responsibility between party officials and technocrats or economic managers was not always clear, and that this should be better defined in new party rules to be adopted at the next party congress in 1986.

Sources pointed out, however, that Mr Grishin himself belongs to the conservative-minded group of officials indirectly attacked by *Pravda* on Monday. The attack took the form of a powerful critique of the party leadership in Moldavia.

Under Andropov, attacks on the Moldavia leadership were seen as oblique attacks on Mr Konstantin Chernenko, who is closely associated with Moldavia. The practice appears to be continuing.

The Conference groups the United States, Canada and all European countries except Albania.



Reporter testifies: Herr Heidemann yesterday giving the court his account of the discovery of the fake diaries.

## Court told of trail to Hitler 'diaries'

From Our Own Correspondent, Bonn

Herr Gerd Heidemann, the former *Stern* reporter accused of fraud in the Hitler diaries trial told a Hamburg court in its first day of evidence yesterday that he came across what he thought were Hitler's diaries when he tried to sell a yacht once owned by Hermann Göring.

Herr Heidemann said that a Nazi souvenirs collector, Herr Fritz Stiefel, did not buy the yacht but told Herr Heidemann he had contacts with a man with relatives in East Germany who had smuggled a volume of diaries, said to be written by Hitler, to the West. Herr Heidemann was told that alto-

gether 25 diaries had been found in an aircraft wreck near Leipzig at the end of the war.

The former reporter, abruptly sacked after discovery of the forgeries and then accused of defrauding *Stern* out of more than DM9m, (£2.3m) also spoke of his journey to South America in 1979 in the company of a former SS general Karl Wolff.

Dozens of reporters crowded the Hamburg court to hear the story from the man whom *Stern* described last year as its "ace reporter". He will continue giving evidence for several days.

**Karami's blessing for guerrillas**

From Robert Fisk  
Beirut

The Lebanese Prime Minister, Mr Rashid Karami, gave further encouragement yesterday to the guerrillas attacking Israel's occupation army in southern Lebanon amid growing signs that a further civil conflict could break out in Beirut.

During fierce artillery battles between Druze and Christian militias south of the capital, shelling has smashed the main power lines from the Jbeil power station on the coast, reducing Beirut's electricity supply to only five hours a day, while militiamen are appearing in increasing numbers again on the Muslim western sector of the city.

Mr Karami told the Lebanese Press Syndicate — the Lebanese journalists' union — that his government now publicly supported the resistance movement in southern Lebanon. Repeating almost word for word the encouragement for the guerrillas which he first made in an interview with *The Times* last month, Mr Karami also emphasized that the Lebanese Government would in no circumstances negotiate directly with Israel. "Our position remains unchanged — contacts with Israel will only be through a third, friendly country," he said.

He added: "If our President says to anyone 'clear off to Geneva' then that person goes to Geneva. Whoever says no to President Assad will be shorter by a head." If the President's brother had not gone abroad to Syria, he would have been banished to Geneva, General Tias said: "He is for us *persona non grata* for ever."

The measures proposed by him do not apply to a single inch of the US territory. One wonders what kind of mutuality, equality and equal respect for security interests these US proposals have in mind," he said.

The Conference groups the United States, Canada and all European countries except Albania.

## Assad bans his disgraced brother from Syria

From Our Own Correspondent, Bonn

Mr Rifaat al-Assad, the disgraced brother of President Assad of Syria, has been permanently banned from entering Syria, General Mustafa Tias, the Syrian Defence Minister, has told the weekly news magazine *Der Spiegel*.

Confirming reports circulating for months that Mr Rifaat al-Assad, who was one of the most powerful men in Syria and in command of his own security force, had been banished to Geneva, General Tias said: "He is for us *persona non grata* for ever."

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**Colonel held**

Venice (AP) — An army lieutenant-colonel, Amos Spiazzi, was arrested here on charges in connection with an alleged plot by right-wing extremists, the Italian news agency, Ansa, said.

**Libya mission**

The wife of one of the four Britons still held in Libya flew out yesterday determined to see him. Mrs Carol Russell from Ipswich is confident Colonel Gaddafi will allow her to meet her husband, Alan, who has been under house arrest in Tripoli for four months.

**Unwelcome visit**

Buenos Aires (Reuter) — An American frigate used water jets to drive off 2,000 Argentines demonstrating against a US Navy visit to Puerto Madryn. Protestors were angered by US support for Britain during the Falklands crisis.

**Data on death**

Washington (AFP) — Details of 14,195 legal executions carried out in the United States since colonial days will be fed into a computer for future research purposes, the National Science Foundation said.

## 15 Tamils killed in bus ambush

From Our Correspondent, Colombo

At least 15 people were killed in the early hours of yesterday morning when a group of men in Khaki uniforms, shot Tamil passengers in a bus travelling from Colombo to Jaffna. It appears to be a reprisal for the killing of nine soldiers in an ambush on Monday.

More may have died yesterday as the passengers fled into adjoining jungle. Fourteen were shot to death, while some escaped, but 15 bodies were found riddled with bullets.

Police said the Tamil rebels in army uniform may have carried out the killings to discredit the armed services. The bus was later found undamaged. Most of the passengers were young.

Witnesses said men in uniform had boarded the bus when it stopped at a wayside kiosk for passengers to take refreshments. Later the men ordered the driver to divert the bus towards Mannar, a north-western town.

## Pakistan blames hijack plot on India

Islamabad — Pakistan officials claim that the recent hijacking of an Indian airliner to Lahore and Karachi was planned by an Indian intelligence agency to increase tension between the countries and help Mrs Indira Gandhi's re-election campaign (Hasan Akhtar writes).

The plane, with more than 80 people on board, was hijacked by seven Sikhs to Lahore and flown later to Karachi. The hijacking ended two days later in Dubai. Among the passengers was Mr K Subramaniam, director of India's Defence and Strategic Studies Institute who lent support to Indian claims that the hijackers were in collusion with Pakistan.

**Brazil blast toll may be 34**

Rio de Janeiro (Reuter) — Two miners were killed and 32 were missing feared dead in a gas explosion which ripped through a coalmine in southern Brazil, a fire brigade officer said.

Rescue teams were hampered by large pockets of gas which left little chance of survival for the 32 men trapped 6,000ft down the shaft.

**Plea for release of India's political prisoners**

Oslo (Reuter) — Amnesty International urged the Norwegian Government to free a lawyer who has been on hunger strike for 40 days in a campaign against compulsory military service.

Mr Rune Berg, aged 32, is serving a 90-day sentence for failing to answer his call-up and is very weak, his lawyer said. Mr Berg has resisted military service since 1972.

**Incest charge**

Charlotte,

# US soldiers of fortune given free rein to act in Central America

From Christopher Thomas, Washington

The Reagan Administration is turning an official blind eye towards the activities of private groups of former American soldiers who support its anti-communist policies in Central America. Some of those activities are legally dubious. The "blind-eye" policy raises serious legal and political questions, not least of which is whether the Administration is condoning - or ignoring - violations of the Neutrality Act.

There are several examples of the "blind-eye" at work. *Soldiers of Fortune*, a "magazine for professional adventurers", has sent six groups of former American soldiers to El Salvador since February last year to help train the local Army. The United States Government condoned the missions. American military and embassy staff in El Salvador cooperated, though they were not directly involved.

Civilian military assistance is an Alabama-based group of Vietnam veterans which has worked with Honduras-based rebels fighting the leftist Sandinista regime in Nicaragua. It says it has exported military equipment directly from the United States to Honduras, as well as to the Army of El Salvador. The US Government has long been aware of the group's activities.

The Administrations condoning of the operations is seen by some congressmen as a convenient, though admittedly small, way of overcoming the effects of the congressional ban on providing further US

Government funds to the Nicaraguan rebels. Before the ban, the rebels received \$24m from the Central Intelligence Agency (CIA) this year alone.

The intimate connexion between civilian military assistance and the Nicaraguan rebels - the rebels remain in close contact with the CIA - became known after the Nicaraguans shot down a helicopter in which two members of the group were travelling on September 1.

They were just inside the Nicaraguan frontier, inspecting the damage inflicted by a rebel attack - which the group probably helped plan - on a military training school in Santa Clara.

The Administration said it had no advance knowledge of the guerrilla mission. It is improbable, however, that the Central Intelligence Agency would not have known.

The leader of civilian military assistance, Mr Thomas Foley, former marine and now a produce wholesaler in Decatur, Alabama, makes no secret of the assistance he has received from US Government personnel in El Salvador.

Neither does Mr Dale Dye, executive editor of *Soldier of Fortune*. "On occasion we contact the (United States) Embassy in Salvador, primarily to let them know what we have seen," Mr Dye said in a telephone interview from Boulder, Colorado. "In some cases we will enlist their aid in making a contact... They know who we are and what we are doing. They are tacitly approving it, obviously."

## Church accuses Salvadorean troops of massacre

From John Carlin, San Salvador

The human rights office of the Roman Catholic Church in San Salvador is investigating what it considers to be well-founded reports of a massacre of civilians by the Army. If the reports are found to be true, this would be the second such massacre since President José Nicanor Duarte came to power in June vowing to end all "abuses of authority" in his country.

Senorita María Julia Hernández, the Church spokeswoman on human rights, said solid grounds existed for believing that at least 100 people - almost certainly unarmed guerrilla sympathizers - were killed by government soldiers last month. Witnesses report that the alleged killing took place in northern Chalatenango province, near the Honduran border.

An investigation by the Church and various reporters

into allegations of an army massacre of more than 60 civilians in July has shown them to be true.

Senorita Hernández said that she was fully convinced, on the basis of gathered testimonies, that this latest alleged massacre had taken place. She did concede that she had not yet gathered photographic evidence or names of victims.

Forty-six people who say they managed to escape from the government soldiers as they pushed through northern Chalatenango have been brought by the International Red Cross to a church just north of the capital. These people, who still fear for their safety, say that they saw some dead bodies and heard a lot of gunfire - none of it returned - and that many who, like them, were fleeing from the Army had simply disappeared from sight.

The forces' duties range from issuing parking tickets to the 33,000-man military with counter-insurgency operations against left-wing guerrillas.

## 100 mental patients in break-out

### Muslim rioters attack Hindus in Hyderabad

From Michael Hamlyn, Hyderabad

Delhi (Reuter) - Nearly 100 psychiatric patients are missing after a mass breakout from a hospital in central India, the Press Trust of India (PTI) reported yesterday.

The agency said 94 out of 460 patients who fled from the remote Kanku mental hospital in the central state of Bihar during a warders' strike on September 5 were still at large.

Several Indian newspapers carried reports yesterday on the escape and conditions at the Kanku hospital.

In a front-page article headlined "Shocking State of Asylum", *The Times of India* said it was surprising not all of the hospital's 1,451 patients escaped when warders went on strike over low pay.

The article said many patients were half-starved and in poor health, suffering from skin diseases and chronic diarrhoea.

"The two meals served to them daily in wards reeking of urine and excreta would not be acceptable even to street beggars," it said. "Please help me secure release from this hell," the article quoted one inmate as saying.

The article blamed conditions on "the apathy of the Bihar (state) Government and the alleged incompetence or callousness of some of the key officials" in Kanku.

In another report, the newspaper said the state Government had charged the hospital superintendent, Dr Durga Bhagat, with incompetence and mismanagement.

Dr Bhagat said he was not to blame because some people were using Kanku as a sanctuary for getting rid of their sick relatives. He also denied there was an unusually high mortality rate at the hospital.

"With an average of two to three deaths a day, the institution has the highest mortality rate among mental institutions in the country," the article said.

The *Hindustan Times* said the Health Commissioner, Mr V. S. Dubey, had urged the state Government to investigate hospital records which attributed most of the deaths in Kanku to cardiac arrest.

## New Zealand faces up to economic truths

From Zoriana Pyasariwala, New York

United Nations proximity talks to break the impasse in Cyprus continued yesterday with Senator Javier Pérez de Cuellar, the Secretary-General, holding a second round of separate meetings with President Spyros Kyprianou of Cyprus and Mr Rauf Denktaş, leader of the Turkish-Cypriot community.

Although it had been the expressed wish of Mrs Indira Gandhi, the Indian Prime Minister, that Mr Nadendla Bhaskara Rao, who was in

the New Zealand to try to gain an understanding of the economy

Mr David Lange, the Prime Minister, whose Labour government took office two months ago, says New Zealand has been living in never-never

## Hopes for progress to Cyprus solution

From Zoriana Pyasariwala, New York

watched two initiatives fail in the last year.

The two sides are discussing the Secretary-General's working points which envisage a comprehensive agreement, being implemented by stages in three main areas: confidence-building measures, territorial readjustments and the structure of a federal government.

Since the Turkish Cypriot unilateral declaration of an independent state in the north last November, Greek-Cypriots have refused to meet their counterparts directly.



Bomb havoc: Archbishop Arturo Rivera y Damas inspecting the shattered town of Tenscingo in El Salvador, destroyed by aircraft supplied by the United States. About 80 people were killed in the attack.

## Papandreou weighs up benefits of early poll

From Mario Modiano, Athens

Mr Andreas Papandreou, the Greek Prime Minister, is seriously considering early elections in the hope of dealing a deadly blow to his arch-rival, Mr Constantine Mitsotakis, before he has had time to revamp New Democracy, the main opposition party, whose leader he became 10 days ago.

However, if Mr Papandreou decides to ask President Karmanis for elections a year before Parliament's term expires, he will need a far more compelling reason. Under the Constitution, the President can oblige only if the Government presses for a fresh popular mandate "to confront a national issue of the utmost importance".

Any attempt to invoke the Cyprus problem - on the ground that Mr Karmanis himself, as Prime Minister, did so in 1977 - might jeopardize the delicate initiative of Senator Javier Pérez de Cuellar, the United Nations Secretary-General, for a settlement.

Mr Papandreou, who has repeatedly and categorically declared his intention to exhaust his full four-year term, now finds intolerable the presence of Mr Mitsotakis as his main opponent. Mr Mitsotakis might not have the Prime Minister's charisma, but his logic of his arguments and his reputation for never losing his temper could undermine the credibility of Mr Papandreou's rhetoric.

Opinion among the Prime Minister's closest aides is said to be divided. Those who favour an early contest argue that it will leave Mr Mitsotakis no time to consolidate his leadership or give New Democracy the liberal facelift it needs to attract the disgruntled centre voters, who have had their fill of socialism but for whom voting for the right runs against the grain.

They also point to the poor outlook for the economy, as opposed to the year's bumper crop which would bolster the Socialists in the country. Above all, a premature election would give the Government the excuse not to fulfil its pledge to introduce simple proportional representation; the current electoral system favours big parties and encourages polarization.

Opponents of an early election fear the relaxation of the Socialist's grip on power before the party fully consolidates its hold on the country's decision-making centres, a strategy that was being taken a step further by ratification last night of the police merger Bill by the Socialist majority in Parliament.

Mr Geoffrey Robertson, counsel representing the British Nuclear Veterans Association, said documents would be presented to the commission outlining what he described as the calculated use of human beings as guinea pigs in nuclear experiments.

He quoted from one official document which he said ordered authorities to discover the effects of radiation exposure on equipment, stores and men with and without protection.

Mr Robertson said that high-ranking RAF officers would present evidence to the inquiry that they were ordered to fly through clouds of radioactivity without adequate protective clothing. He said the British Government would deny these allegations, but it could not deny the fact that very little was known about the effects of radiation at the time of the tests.

Ignorance could not excuse what the Government did to those at the test sites, and the callous abandonment of personnel after they had served their purpose, he said.

The Royal commission will visit the Maralinga test site in the South Australia outback today.

The commission is expected to investigate allegations that four aborigines died as a result of British tests at Maralinga in 1963.

## King Hassan's commitment to democracy under test

### MOROCCO

Part 1

toll has solidified what is in any case a very nationalistic country, and strengthened the king's position.

In domestic affairs the King is much more circumspect. Since last November, even though Parliament has been dissolved, he has run the country through a six-party coalition government. Recently after strident demands by the Communist Parti du Progrès et du Socialisme (PPS) and the more important socialist party, the Union Populaire des Forces Populaires (UPFP), more than 200 political prisoners were released from jail.

Morocco is a constitutional monarchy but the constitution assures extremely wide powers to King Hassan which allow him to run the country without Parliament. He has in fact done so since last autumn when the previous chamber's mandate, which had already been extended, finally expired.

But the country's many political parties, which range from pro-Moscow Communists to traditional nationalists, give Moroccan domestic politics an interest which those of most Arab and African countries lack.

As far as foreign affairs are concerned, the King is in effect his own Foreign Minister and this was graphically illustrated by the Libya union treaty which he signed on his own initiative with only a handful of close advisers aware of the dramatic step he was about to take.

He can do this, not only because of his constitutional powers but because of political realities. The one thing all the political parties are united about is the eight-year war with Algerian-backed Polisario guerrillas for control of the Western Sahara.

All agree that the retention of the Sahara is a sacred national duty, and many observers here argue that the long struggle, though exerting a heavy human and economic

cost, has been worth it.

Tomorrow. The problems ahead.

Abderrahim Bouabid: Left-wing hordes

## Billy Graham exhorts Soviet priests to resist

Leningrad (AP) - Dr Billy Graham yesterday urged Russian Orthodox priests to bear continual witness to their faith, even under persecution.

The American evangelist, on his second day in Leningrad, addressed 400 students and faculty members at the Leningrad Theological Academy, one of only two such institutions surviving in the Soviet Union under communism. He also had a discussion with a professor of the academy.

Party diehards believe that to go to the West before addressing the imbalances exposed by its European election losses, simply because Mr Papandreou has a personal axe to grind damage the party's credibility.

President Karamanlis, who appears to be more concerned than ever about Socialist strategy, is opposed in principle to early elections, believing that the people should be made to drink to the bitter end and the cap they chose in 1981.

He will go through hard circumstances. You may suffer or be in prison like Apostle Paul... What were they doing? Moaning? Crying? No, they were singing. And even the jailer came to Christ."

The reference to imprisonment was the only public remark Dr Graham has made so far about Christians being persecuted for their beliefs in the Soviet Union.

An estimated 300 Soviet Baptist Dr Graham is a Baptist in a prison camp. Members of other religions also have proclaimed they are persecuted for their beliefs. Dr Graham told reporters on Monday that he would probably bring up the issue in private talks with Soviet officials.

Dr Graham began his day with a meeting with Leningrad members of the Soviet Peace Committee, a state-sanctioned organization.

The feeling in Whitehall is that stability in the Horn is more likely to be helped rather than hindered by strengthening the links with Addis

Abidjan.

The commission investigating the assassination last year of Benigno Aquino, the Philippines opposition leader, yesterday said it had no direct evidence to identify the killer.

This had delayed the conclusion to the 10-month inquiry, possibly until the end of the month, because the five-member panel had to resort to secondary evidence, Mrs Corazon Aquino, the commission chairman, said.

Mrs Aquino called a press conference to quash local and foreign news reports which had quoted commission members as saying that the Aquino killing was a military conspiracy. No

commission member had been authorized to make any statement which would preempt the final report, she said, adding that this public speculation was designed to intimidate and pressure the commission.

"We will be guided only by evidence from the hearing and not from pressures outside," she said.

The commission members at the weekend ended three weeks of seclusion in a suburban hotel to assess the testimony of more than 190 witnesses and review hundreds of exhibits.

The Philippines Coast Guard reported 21 people drowned and eight missing after

resign.

## Mengistu spending shocks the West

By Henry Stokoe  
Diplomatic Correspondent

Ethiopia celebrates 10 years of Marxist-Leninist rule today on a scale which has shocked observers in the capitalist Western world.

One cost estimate of \$40m (£30.7m) has been described as conservative by those who have seen the building works and other preparations for the military parades and other functions.

Lieutenant-Colonel Mengistu, leader of the ruling military council, the Derg, and newly elected secretary-general of the Workers' Party of Ethiopia, the state's first political movement, has been under criticism abroad for getting his priorities wrong.

A new party headquarters is among the building projects which have kept the cement-mixers turning during the last few months in Addis Ababa, while appeals have continued to go round the world for starving victims of the region's spectacular drought.

The criticism is unlikely to surface publicly in Britain, however, as the Government tries to warm up Anglo-Ethiopian relations after a decade in which they have remained uncomfortably cool.

The Derg's appalling record on human rights, which led to Britain cutting off development aid in protest five years ago, remains an obstacle to progress.

Ninety-six political prisoners have just been released in the annual amnesty in Addis Ababa. But thousands are thought still to be languishing behind bars, including 11 members of the deposed royal family.

Until this year the failure of

the Derg to settle the claims for compensation for British firms nationalized in 1974, was another cause of friction.

Thousands of refugees die

Hundreds of Ethiopian refugees have died of cholera, tuberculosis and malaria in a camp in eastern Sudan, while thousands more continue to pour across the border, a spokesman for the United Nations High Commissioner for Refugees said yesterday.

Diplomatic sources said the refugees were probably Falashas, Ethiopian Jews whose centuries-old Homeland is now the site of fighting involving the Tigre People's Liberation Front, a guerrilla group opposed to the Addis Ababa regime.

But the amnesties, which saw nine members of the royal household released in 1983, made it easier for Britain to include Ethiopia in the itinerary of Mr Rikind, Minister of State at the Foreign Office in the Horn of Africa.

Then the settlement in April of the compensation claim by the cotton group Mitchell Cotts, the British firm most heavily involved, persuaded the Government to go one better and cancel a £3m debt still owed Britain by the Derg, - the council which deposed Emperor Haile Selassie. Mr Rikind announced this during his tour.

The Rikind visit, the first by a British minister since the revolution, has been counted a considerable success in Whitehall, despite his failure to see Colonel Mengistu himself. Officials point out that Colonel Mengistu remains a remote figure who was never likely to turn out for a junior minister at the Foreign Office.

# How Taylor Woodrow built a worldwide reputation



There is no easy road to success. Frank Taylor began in 1921, building his first pair of houses in Blackpool (which are still in excellent condition). A modest beginning which grew into what is now recognised as one of the finest worldwide construction, engineering and development companies.

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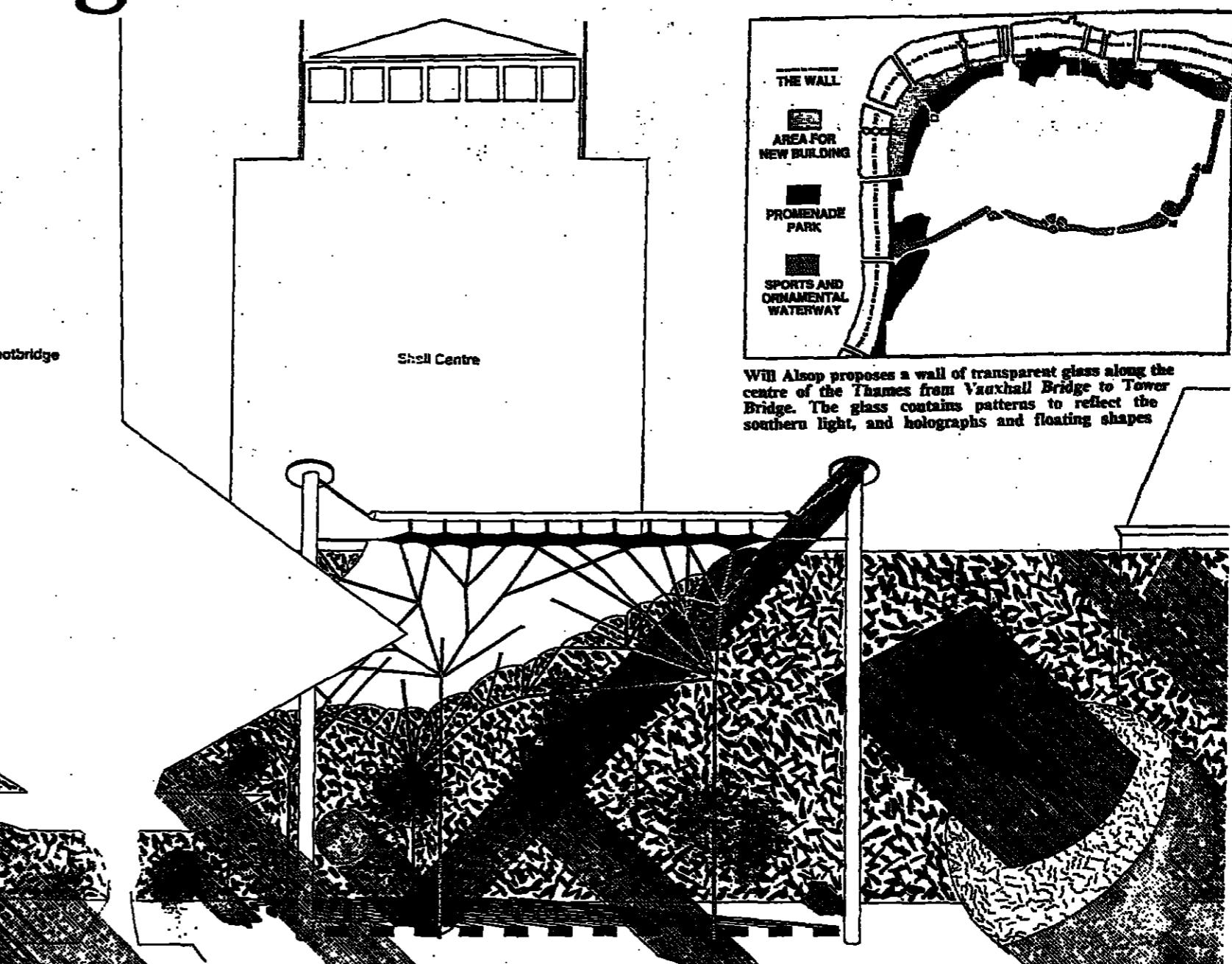
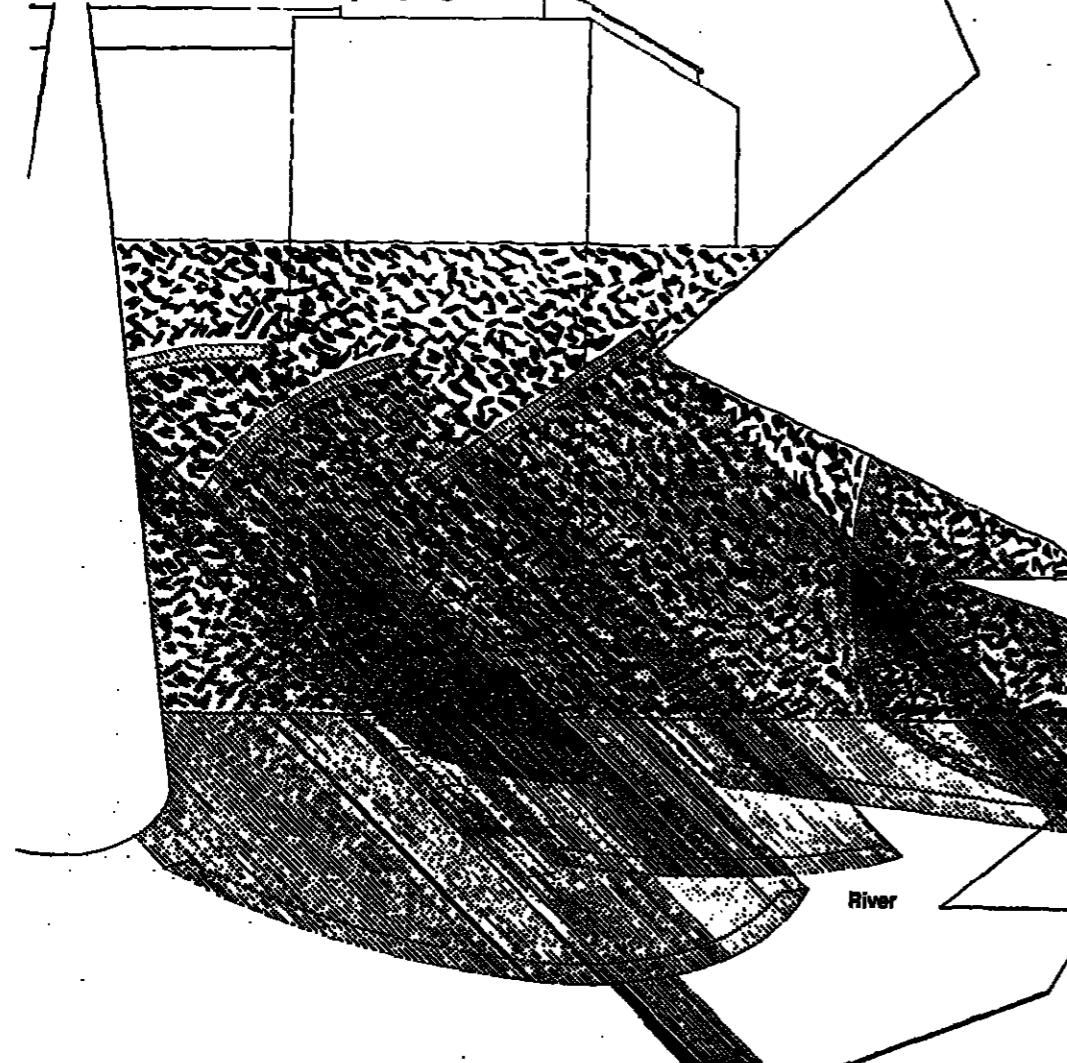
## SPECTRUM

## London's great glass wall in the river

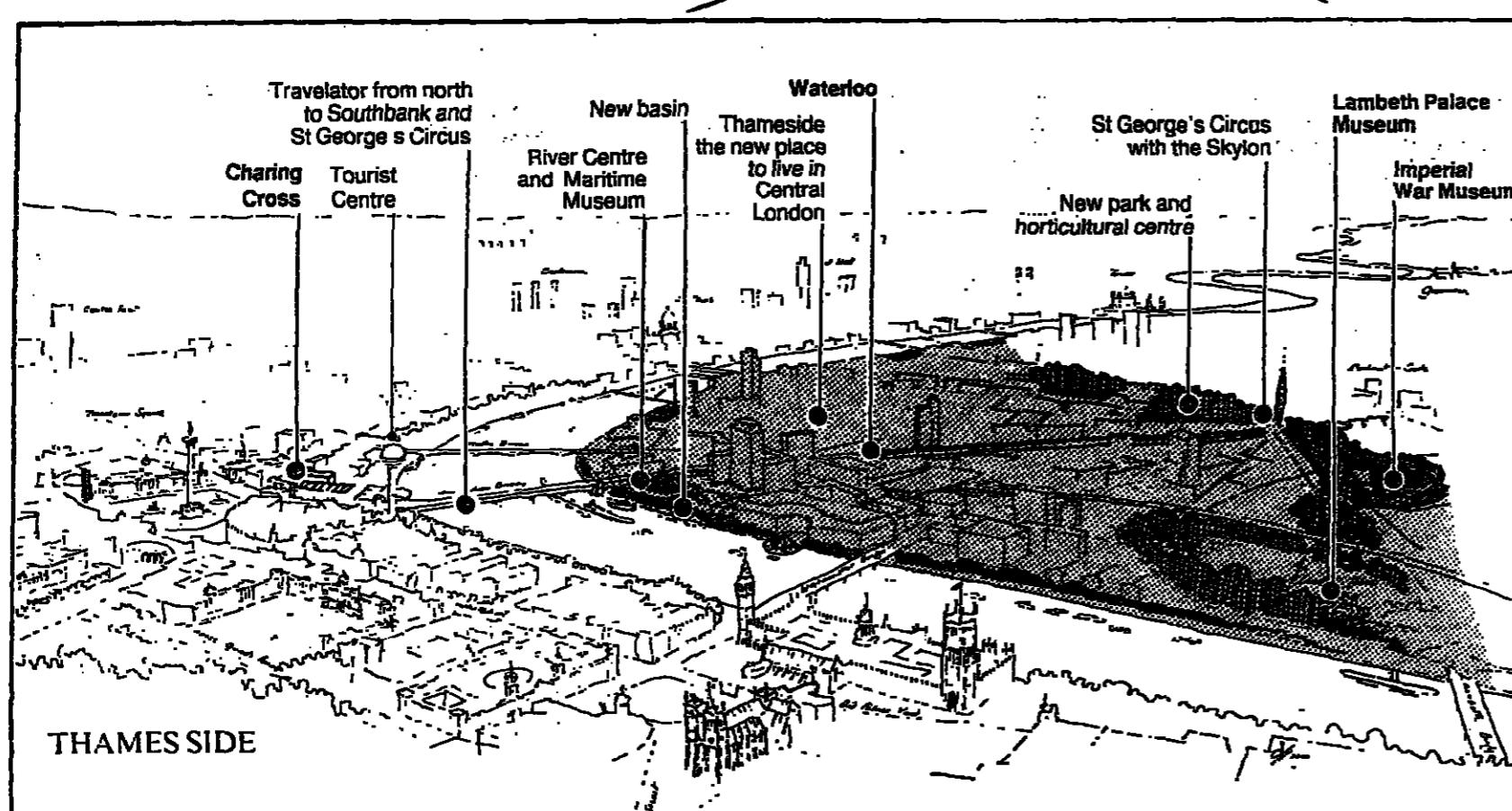
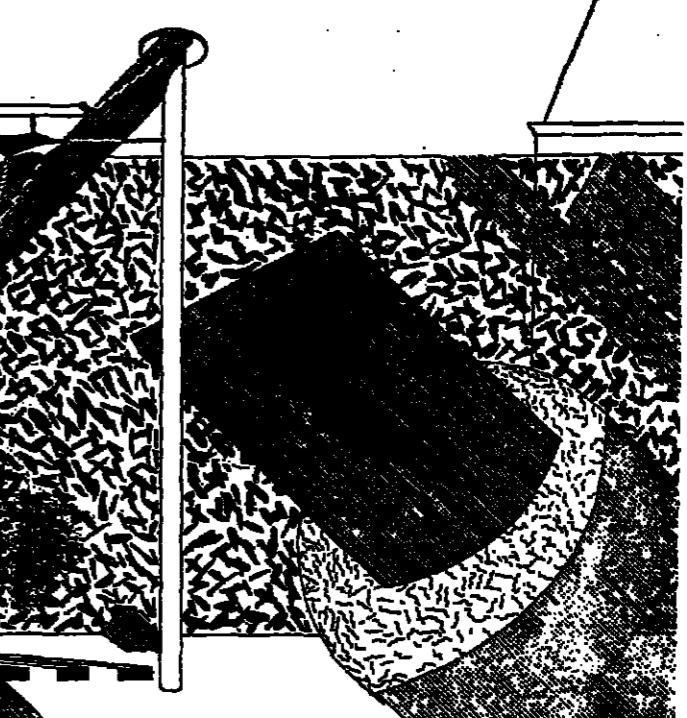
## INNER CITY VISIONS

Open spaces are among the ideas suggested to revitalize London on the South side of the Thames in this third and final part of a series in which The Times asked for the views of leading architects

The first is Will Alsop's drawing, as he submitted it, of his futuristic proposal of the impact of a glass wall along the centre of The Thames, viewed from the north side. He explains his coup d'oeil in the accompanying text.



Will Alsop proposes a wall of transparent glass along the centre of the Thames from Vauxhall Bridge to Tower Bridge. The glass contains patterns to reflect the southern light, and holographs and floating shapes



## WILL ALSOP

The area to the south of the river would be enhanced if it deliberately created a separate identity. Many notable people have suggested various ways of creating better links between the prosperous and desirable North Bank and the down-at-heel, undesirable South.

I propose that the South Bank would be enhanced by creating a wall along the centre of the Thames, dividing the flow of river traffic into up and down stream. The wall itself allows the tops of buildings to be seen from the North Bank and therefore treats the south as a walled garden. The wall recognizes that the southern light will shine through it and, as such,

is made of varying patterns of reflective, transparent and translucent glass, as well as holographic plates.

The wall will have walkways, boat stops, floating swimming pools and performance platforms. Various shapes allow the southern sunlight to penetrate through the wall to reflect on the surface of the northern water.

The southern boundary of this important area of central London is defined by a new waterway that, as well as having some ornamental value, also provides a much-needed water sports facility.

The problem of the direction of light is overcome on the Thames bank by creating a new string of promenades

parks to the south of a band of new development on the river edge. This gives open space that will have near perfect climatic conditions for the people to enjoy.

The addition of a new railway station (South Blackfriars) allows more people to enter the area easily, without having to be filtered through the North Bank.

The following listed items would allow the South Bank to develop its own character and independence as a central city resort: a) Transport (railway station); b) dignified space (promenade space); c) mystery (the walk); d) opportunities for physical indulgence (the waterway).

## AHRENDS BURTON AND KORALEK

The South Bank and its hinterland lies dormant as a major resource in the heart of London. What is needed is a creative, strategic view rather than a tactical facelift for the South Bank itself.

Our plan identifies a whole new central area. We envisage London's centre of gravity expanding southwards in the twenty-first century to meet new opportunities inherent in changing leisure and work patterns with better north-south links. We propose a travellator from Charing Cross to Waterloo and the South Bank.

The integrity of the Thames must be maintained by avoiding bridging with artificial land masses destroying the character of the river and by stopping the

development of a thin ribbon of office buildings "orientated" towards the City and West End. Such expediencies take no account of a broader potential for London.

Our proposal is in three parts: First, a new, linear park. This would stretch in an arc from London Bridge, through St George's Circus to Lambeth Palace. The Imperial War Museum would be integrated. The palace would be opened to the public as a museum of religion.

Morley College and the South Bank Polytechnic would form the nucleus of new education for leisure centres. Lambeth Pier would be developed as a major landing stage.

Second, we plan a series of

water basins along the river bank stretching from Jubilee Gardens to Southwark Cathedral. These will be similar in character to St Katharine's Dock; a pattern of leisure, living and work.

Finally, we propose to reinforce and reconstitute the broken urban fabric along major roads; these will take on a boulevard scale terminating at the focal point of St George's Circus. The Channel Tunnel terminus at Waterloo will provide new opportunities for the whole area.

## Correction

The co-editor of *Archigram* magazine referred to in Monday's article in this series was David Greene, not Peter Greene, as published.

## Back Pain?

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Help relax your pain away

## A man in black thickens the plot

moreover... Miles Kington

Yesterday we printed the first act of *Kochel*, a new play which investigates the death of Mozart. So far Kochel, a man who loves counting, has been driven to distraction by the fact that Mozart can write music faster than he can write the numbers down. Mozart would like to sympathize but cannot, owing to his boyish high spirits. Now, the curtain rises for

KOCHEL! (Act II)

(Scene: A room in Vienna

full of musical instruments, as well as a billiard table. Mozart is practising his potting.)

Mozart: OK - now the green... (He plays and misses.) That's funny - one of those balls sounds flat. (He picks them up and knocks them together, frowning.) People think it's fun having perfect pitch, but it can be hell, especially when you find yourself listening to billiard balls. (Enter Kochel.) Kochel: I just slipped out for 10 minutes, Wolfgang. Don't suppose you wrote anything while I was out?

Mozart: Would I, Ludwig, would I?

Kochel: Yes, you flaming

well would. What about that piano piece you wrote at breakfast while I was getting more toast?

Mozart: A bagatelle, dear

boy, a mere bagatelle.

Kochel: It may be a bagatelle

to you, but it's a whole opus

number to me. And what's that bit of paper over there?

Mozart: A letter to the wife, if you must know. You're not going to start numbering my correspondence, are you? Because if you are, the deal's off!

Kochel (hastily): No, no, I

wouldn't dream of it... By

the way, there's a rumour

going round that you're a

member of the Masons.

Mozart: What of it?

Kochel: They're a subversive, revolutionary organization.

Mozart: Are they? All I know

is that they have a very good

billiard room. And all their

balls are in tune. (Kochel

looks at him oddly but says

nothing.) By the way, you

might be interested in this.

It's an opus I wrote at 15

and I forgot about till I

found it this morning. Or

did I write it this morning?

Anyway, you might care to

slap a number on it. (Some

thing seems to snap in

Kochel's face and he goes

out.) Poor old Kochel. He

always falls for it. He's

already given that opera four

different numbers, and I

haven't told him now that it

was actually written by

Michael Haydn. Or was it

Dad? Oh well, back to the

old potting-board. (He is

about to resume billiards

when a mysterious figure enters, draped in black from head to foot.)

Stranger: Wolfgang Amadeus Mozart?

Mozart: The same. Chuck the chalk over, would you?

Stranger: I have come to

commission you to write a

piece for me. A very special

piece. A requiem. A death

requiem.

Mozart: Well, they are

mostly, aren't they? For dead

people, I mean. Not much

use writing a requiem for a

live person. Might offend

him, for a start. May I

inquire who it's for?

Stranger: Does it matter?

Mozart: Well, it always

nicer to work their name in

somewhere. Sort of personalizes it, if you know what I mean.

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and I forgot about till I

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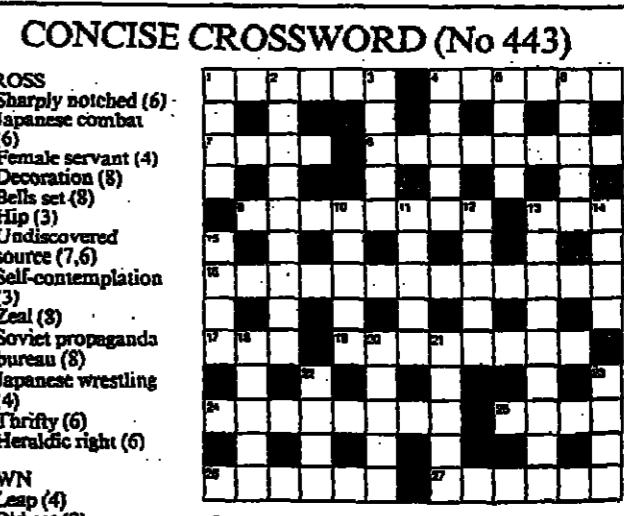
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about to resume billiards

get-up, by any chance? Well, never mind. If you'll excuse me, I've got to go and see a man about a cadenza. (Exit, Kochel produces a gun and very slowly starts cleaning it. Curtain. End of Act II.)

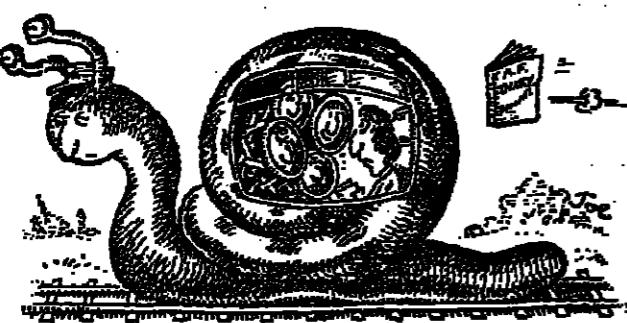
Will Kochel knock off Mozart? Who is the requiem for? What is Salieri up to all this time? And will Wolfgang get in enough practice for the big billiards match on Saturday? Don't miss Act III of Kochel!

## CONCISE CROSSWORD (No 443)



SOLUTION TO No 442  
ACROSS 1 Handel 5 Wipe 8 Opium 9 Age long 11 King John 13 Mean 15 Biodegradable 17 Ruby 18 Canasta 21 Amur 22 Villa 23 Plan 24 Tuxedo 25 Alien 3 Dam 4 Leatherjacket 5 When 6 Proverb 7 Kookaburra 10 Gender bias 12 Jeer 14 Idea 16 Orbital 19 Oiled 20 Yawn 22 Vex

## WEDNESDAY PAGE



## Feeling the strain on the train

ALAN FRANKS' DIARY

country with all the logic of a snail trail on a carpet, and at roughly the same speed.

It is hard to catch more than snatches of the family's internal communication system:

Father: Well she's your mother.

Mother: Yes, and it was your idea.

Father: I didn't hear you disagreeing.

Mother: Because you said it would save money.

First Child: What's wrong with Granny's legs?

Mother (to Father): It's not funny.

Second Child: Does she walk like that on purpose?

Mother: She's got something called arthritis. It could happen to you.

First Child: What, suddenly, on the train?

Second Child: Wanna go to the bus.

Father: There isn't one.

Second Child: Every train has a bus.

Father: This isn't a proper train.

First Child: Is that 'cos it's not a proper holiday?

Father: Quite possibly.

Manchester Piccadilly. By now

Parvis will have taken down a

list of all the relevant page

references in the diary, preparing to cite them verbatim at the libel trial. "M'lud, it is not the defendant's portrayal of myself to which I take exception, but rather his fevered ravings which touch alas, on the junior members of my family who find themselves here presented in a light which is hardly, shall I say ... blah blah."

First Child: I'm glad Granddad's dead.

Mother: How dare you say such things! You will apologize at once.

First Child: Why? He can't hear me. He was all greasy and he smelled of cheese.

Mother: I've had enough.

Second Child: Was he killed in the war?

First Child: No, he had his heart attacked.

Transistor: Another anxious moment for Derek Randall there.

Second Child: Daddy didn't like him either.

(Beginnings of tears from Mother's eyes)

Second Child: He said he was all stupid and boring.

Willy Mark, financial writer, restaurateur, gourmet and cook, is the second of our four guest columnists whose latest books are being published this autumn. Chinese Cookery Masterclass by Willy Mark and Caroline Schuck will be published on October 25 by Macdonald, price £11.95.

Chinese food has gained an ever-increasing popularity in the West over the past decade. In many British provincial cities and towns the Chinese take-away is now more ubiquitous than the traditional fish'n'chip shop. Thousands of housewives feel their kitchen is incompletely equipped if the magic wok is not gleaming on a hook.

The wok has wooed the West, and Chinese food has tickled the western palate. But how many misconceptions still linger? Too many, I regret.

Sinophilia is welcome, supposedly, inscrutable Chinese want to be understood better. We are delighted that ancient images of Charlie Chan and

Women fear mastectomy as much as breast cancer itself - Alison Miller looks at the new treatments

## The shape-saving alternatives

Nancy Curran Pictures



All victims of one problem but each with a different solution: Betty Westgate (left), Jackie Copping and Tilly Halliwell

One in 15 women develop breast cancer and most die from it. In Britain in 1982, it killed 12,405 women. Sixteen years ago Betty Westgate had a radical mastectomy for early breast cancer; last Christmas Jackie Copping was treated by breast conservation; and this week Tilly Halliwell is being treated without surgery at all.

These cases reflect the different medical attitudes towards early breast cancer, and concern among women about the psychological and social effects of mastectomy. There is now increasing interest in breast conservation by lumpectomy, which does not remove the whole breast.

Jackie COPPING was 40 years old when a small breast cancer was found during a routine BUPA medical examination. It happened at Christmas last year and, but for advances in screening, she would not have known she had early cancer at all. The lump was too small to feel.

Jackie made up her mind not to have a mastectomy because of the impact she believed it would have on the quality of her life.

"I knew it would not make any difference to how long I lived, but I thought there was a terrific difference in the quality of life after surgery. To get through the after-effects of a mastectomy you have to be a real positive thinker."

"Professor Harold Ellis and I have treated nearly 400 cases and our incidence of recurrence is the same as that following mastectomy. We are not making people live longer but they are happier."

At the Institute Curie in Paris some encouraging results are available. Of 143 women with small breast tumours treated with lumpectomy and radiotherapy 10 years ago, 111 (78 per cent) were alive and free of cancer 10 years later, and 99 have kept their breasts. Eighty-four per cent of those with the smallest breast tumours are alive and free of disease.

Dr Robert Calle and his colleagues at the Institute said in a report published this year that the results justified treatment by lumpectomy and moderate doses of radiation.

He says: "However well-intended, such medical attitudes tend to reinforce the public's deeply rooted, partly irrational, fears about cancer, and this, in turn, may contribute to delay in seeking treatment."

Evidence in France and several British centres, including London's Westminster Hospital, indicates that breast conservation by lumpectomy, followed by radiotherapy, is as effective as mastectomy in treating early cancer.

But most surgeons still believe that mastectomy is the minimum treatment for breast cancer, because of the low incidence of recurrence. However, breast conservationists

claim to obtain the same low recurrence rates while avoiding the psychological and social problems of mastectomy.

Mr Mervin Thomas, consultant in surgical oncology at the Westminster, says: "Certainly for small and peripheral cancers in the breast, mastectomy offers no advantage to the patient either in terms of survival or local recurrence - and the quality of life following breast conservation is greatly enhanced."

"Professor Harold Ellis and I have treated nearly 400 cases and our incidence of recurrence is the same as that following mastectomy. We are not making people live longer but they are happier."

"I was one of the lucky ones. I found myself referred to a caring and honest surgeon who believed in conserving the breast rather than cutting it off."

"The plain fact is that if you don't ask doctors won't tell you about alternative forms of treatment or the nature of your diagnosis. They talk in a kind of gaga English so that you need a crossword mentality to work out just how serious their message is."

This view is supported by the research of psychiatrist Steven Green of the Faculty Courtaud Research Unit at King's College Hospital, London.

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## Now check for yourself

You should examine your breasts immediately after a menstrual period or on a fixed date every month. If you are post-menstrual, it is most comfortable to do so in the bath, with a soapy hand.

To examine your left breast, raise your left arm and put your hand behind your head. Starting under your left armpit, use the palm of the right hand to gently flatten the breast, like an iron, while drawing the fingers gently after it. This way if a lump is present it is more likely to be felt on the surface with your fingers.

Draw the hand across the top of the breast and then repeat across the lower part. To examine the

central nipple area, simply draw the palm of the hand across, separating the middle two fingers as the nipple emerges from pain. Repeat using your left hand to examine the right breast.

Afterwards look at yourself in the mirror and observe any changes in the breast that might be indicative of other symptoms, like discolouration or change of shape.

Remember to examine after a period. Don't panic around for lumps - you'll just be worried about mammary glands. Anything abnormal can be picked up by the gentle touch of fingers.

For further information from the Mastectomy Association, 25, Brighton Road, Croydon.

find chop suey included in menus but there it is just a product of lazy translators - the dish will usually be a home-style assorted meats creation that has no relationship to the chop suey you may still find in Action or Accrington.

Sweet and Sour sauce (like a Chinese mother makes) Makes about 1.5 litres (2 1/2 pints)

1 litre (1 1/2 pints) rice vinegar

2 teaspoons salt

400g (14oz) brown sugar

350ml (12fl oz) tomato ketchup

2 teaspoons dark soy sauce

Mix the ingredients, and keep the sauce in the refrigerator, just like a spaghetti sauce. It will last from 4 to 6 weeks.

Fortunately I now a growing reluctance to it from westerners. To the best of my knowledge there is only one sizeable London restaurant that still has a "chop suey" section in its menu. (One dish may be forgivable, but a whole section is a culinary crime!) I will admit that visitors to Hongkong will be even happier.

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ADD TO YOUR PUNCHFOLIO Head for the bookstall today, produce 65p and receive in exchange this unique issue of Punch.

There will never be another September 12th, 1984. But there will be other Wednesdays, each with its own unique issue of Punch to provide a witty boost to midweek morale.

"PUNCH INTEREST RATE GOES UP TODAY

The quickest way to get rich is to rob a bank.

Failing that, study this week's Business Issue of Punch.

CHRISTOPHER MATTHEW will sell a few office blocks



## THE TIMES DIARY

### Misguided youth?

Pressure is being put on the Government to withdraw its £15,000 funding of the British Youth Council – which represents among its 66 groups the Boy Scouts and Girl Guides – because the council has allegedly become so left-wing as to lose its political impartiality. The National Young Conservatives and the Federation of Conservative Students have just withdrawn from the council following criticism of the way the council misused its funds to promote political projects – in particular meetings with officials in Communist youth groups in Communist countries.

The right-wing Bow Group has alleged that the council undertook "at the cost of the tax-payer a substantial programme of contact with Communist youth organisations". The Bow Group asserts: "The British Scouts, for instance, have been unwittingly associated with the Soviet Union's Young Pioneers, a movement fully opposed to the Scouting ideal." But yesterday, the Scouts denied any link to the left. This weekend the Scouts will meet to discuss a Council proposal to attend the World Festival of Youth and Students in Moscow next year.

### Daily post

The Communist *Morning Star* has appointed a female as its next Moscow correspondent to replace Terry Bushell, who left Russia a disillusioned and disgruntled man four years ago. Bushell's accounts of the rigours of Muscovite life obviously did not fire fellow hacks with enthusiasm for the post. The new incumbent is not even an NUJ member; she is Kate Clark, whose last job was assistant to the Nicaraguan Ambassador in London. Still, it is heartening to see that the *Morning Star* is taking on new staff. Editor Tony Chater's last move was to fire his opera and science correspondents, George Matthews and Bill Wainwright, apparently on the wrong side of the in-house struggle between the Euro-Communists backed by the editor, and the "tanks" – those who favour sending in the tanks.

### Living memory

Whoever raises the £250,000 for Mrs Thatcher's Fleet Street home will not, I fear, be allowed to nail a blue GLC plaque to the wall. No political ill will. It's just that the famous person in question must be dead for 20 years. And we all know who will outlive whom.

### Public bear

When Denis Thatcher next pops down to his local, I suggest he watches the company he keeps. For about two-and-a-half miles from his country home at Scotney Castle, Lamberhurst, there is a house called Seacox Heath in Hawkshurst Road, Flimwell. Informed sources tell me it is the official "dacha" of the Russian Embassy in London, much frequented by Soviet diplomats and officials. Denis, who I am told used to patronise the "Swan", has taken to imbibing at Lamberhurst Golf Club. Beware a club-swinging Russian.

### Selection racket

The Labour Party's selection procedure comes straight from *The Godfather*, according to Ken Livingstone – "The only difference between us and the Mafia is that we have stopped killing people". This startling honest admission is recorded in a series of interviews with Tariq Ali in "It's Afraid of Margaret Thatcher", out this month from Verso. Giving a new slant to the politics of envy, Ken says of Sinn Fein leader Gerry Adams's electoral success: "I spent so long trying to get into the House of Commons, now he gets in and doesn't want his seat."

### On the Record

Solving the miners strike would make Robert Maxwell even happier than turning one of his readers into a millionaire. But the man has principles. I am told as he flitted from coal board to miners' union at Brighton last week, one member of the NUM executive suggested the chances of union cooperation would be improved by the removal of Jimmy Reid from the pages of the *Mirror* Group's Scottish *Daily Record*. As the strike has gone on, the former Communist dockers' leader has used his column to make ever more bitter attacks on Arthur Scargill's refusal to baffle his members. But Jimmy is safe. Maxwell has assured him that despite his "ex-friends'" requests, his column is staying put. With enemies like those, it seems, who needs friends?

### Not even close

That obscure cold warrior journal *Encounter* will have to come down to earth before next week if it is to avoid embarrassment. It is then the trustees will meet to appoint a co-editor to succeed Anthony Thwaite, who is off after six years to take up a professorship in Japan. The Encouter tells me among those supposedly in the running are such names as Kingsley Amis and Philip Larkin. Yesterday Amis balked at the very idea: "Wouldn't touch it." Larkin was, of course, incommunicado at Hull University, where he enjoys the librarian's life of a near recluse. Also being considered are novelist and critic Francis Khig, and, perhaps more realistically, author and broadcaster Richard Mayne and journalist Miriam Gross.

PHS

# Mondale's Robin Hood gamble

Bailey Morris weighs the chances of the Democratic campaign's economic plans

Washington  
Walter Mondale has made a bold bid to become America's Robin Hood in this presidential election campaign. His four-year programme of taking from the rich in the interest of restoring equilibrium to the poor and middle class has now been unveiled.

Mondale defied all the rules of presidential elections. In advance of the elections, he offered the blueprint of a presidency under which the rich would be taxed heavily, defence spending would be cut, health care programmes for the middle classes would be reduced, farm spending would decline. There was something for almost every special interest group to complain about.

Mondale was taking a calculated gamble in releasing his plan to reduce soaring US budget deficits projected at \$26.5 bn (£207 bn) by 1989. As the democratic challenger to a popular incumbent President, he was seeking an issue – in this case the deficit – to ignite voter interest in his lagging race against President Reagan, a heavily favoured opponent.

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He is attempting to renew the fairness issue in the belief that there is pent-up hostility among poor and middle-class voters who think Reagan's policies have helped the rich. The plan could backfire.

Indeed, a programme of austerity in the midst of a strong recovery with low inflation and declining unemployment did not appear to be the stuff of which election victories are made. But the polls have also indicated, as Mondale has noted, that there is widespread concern among American voters over the potentially crippling effects of the record budget deficits.

those earning \$100,000 (£78,000) annually and above would pay more than \$2,600 (£2,040) a year in higher taxes as a result of a 10 per cent surcharge.

He proposed a strategy to reduce the "Reagan deficits" by two-thirds, to \$86 bn (£68 bn) by 1989 with a combination of tax increases and spending reductions totalling an estimated \$177 bn (£140 bn). In addition, the Mondale budget advanced a unique "pay as you go" requirement that the president finance all new federal programmes with either new taxes or specified spending cuts.

Surprisingly, recent polls have indicated that among Reagan's strongest supporters are the 1960s and 1970s generation of formerly liberal students who are now actively engaged in the pursuit of wealth. In addition, Hispanic voters, a strongly entrepreneurial group of new immigrants, appear to have abandoned the Democrats. Higher taxes are not going to play well with these audiences.

Indeed, a programme of austerity in the midst of a strong recovery with low inflation and declining unemployment did not appear to be the stuff of which election victories are made. But the polls have also indicated, as Mondale has noted, that there is widespread concern among American voters over the potentially crippling effects of the record budget deficits.

This was demonstrated publicly this week with the emergence of a national bi-partisan budget coalition of influential groups which urged all candidates to commit themselves to deficit reduction plans prior to the November 15 election. The appeal was made in full-page advertisements which appeared in newspapers across the country. It was sponsored by five former secretaries of the US Treasury and more than 30 national organizations – including the American Bankers Association, the National Grange, the National Small Business Association – with heavily pro-Reagan memberships.

If Mondale can elicit support from these groups while retaining the support of blacks, women and other traditional Democrats, his strategists believe he has a good chance of closing the wide gap in the opinion polls.

To do this, however, he must have a creditable plan. In addition, he must succeed in demonstrating that Reagan has no plan.

The programme Mondale unveiled in Philadelphia was put together with the aid of respected economists who based their estimates on the independent congressional budget office which has projected much higher deficits than the Reagan administration.

In addition to tax increases which would raise an estimated \$85 bn (£67 bn) the Mondale plan en-

visions \$105 bn (£83 bn) in cuts in projected spending, including 25 bn (£19 bn) in reduced military spending, \$51 bn (£40 bn) in lower interest payments on the deficit; and \$17 bn (£13.3 bn) in new revenues and savings through economic growth. It called for \$30 bn (£23.6 bn) in new spending on programmes for the middle class and poor, notably for education and job-training.

"All my cards are on the table, Let's debate it," Mondale said.

The numbers appeared credible and the arithmetic held up under the scrutiny. But whether Mondale would be successful in forcing Reagan to respond in kind remained in doubt. Reagan's campaign team responded swiftly to the challenge, saying the Mondale plan was the same old "high talk" scheme which had shackled growth in earlier Democratic administrations.

The President had no intention of putting up a specific pre-election programme for his political opponents to shoot down. His sides said. But growing concern among influential voter groups such as the strongly entrepreneurial group of new immigrants appear to have abandoned the Democrats. Higher taxes are not going to play well with these audiences.

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Robin Cook

## Radicals with little room for manoeuvre

There must be a symbolic significance in the anteroom to the SDP conference being accommodated in a leaking marquee, because part of the Buxton conference centre burnt down last year. It would appear from the coded signals being despatched from the adjacent fringe meetings that it is the left which fears that it is that wing of the party which has been put to the torch.

True, it does require lens of powerful magnification to detect left from right in the SDP. At first sight the party possesses a homogeneity that is rare, and possibly unhealthy among democratic parties. It is an impression which survives on second glance at the delegates to the national council who appear middle-class and surprisingly middle-aged for a party that is only three years old. An academic survey of people attending last year's SDP Scottish conference discovered that only 5 per cent were manual workers, whereas 62 per cent were graduates – putting the SDP rather ahead of the teachers' union in the quest for an all-graduate entry.

Moreover, they are so studiously reasonable towards each other. Accustomed to 1-100 to conferences in which pointed motions pierce the reserve of passion and feeling which my colleagues bring to their political commitments, I confess I have found the televised proceedings of the SDP deeply restful. It removes any unsettling suspense to know that a motion suggesting that people should have more access to education is going to get passed because the SDP would never let in anybody so unreasonable as to oppose them.

The sum of such motions may turn out to be a political programme as bland as one of those supermarket cartons of ice cream made from edible rats, but to complain would be to miss the whole point of the SDP. What they offer the nation is a substitute for a political programme – the managerial faith that all would be for the best if the place was run by reasonable people, preferably themselves.

The cult of the objective impartial man of government reached its apotheosis last year when the SDP conference debated a detailed proposal to replace the Lords with a body half elected and half appointed. The nominated members of this reformed chamber were to be "selected by a body independent of political parties and of unquestionable independence and integrity".

There have been some complaints that not enough is being done in the college's journal to bridge that gap, as it has tended to be nobbyled by the medical establishment, but this will be an issue at its first AGM in Bedford College on October 6.

For the alternative therapists themselves, this has been a boom time; and at last it looks as if one of their major problems – the lack of any equivalent to the BMA – may be settled. A Council for Alternative and Complementary Medicine will be formally launched later this autumn.

The

"Alternative and Complementary" title represents a conciliatory compromise between rival views. One camp agrees with Prince Charles, who said: "Pathological medicine will always be absolutely essential, but I also believe it's terribly important that forms of treatment complementary to so-called orthodox medicine should be

available.

The other opinion is that the therapies are an alternative, in their own right, designed to provide the public with something radically different from and often contradicting orthodox methods. But in any case, if past experience is a guide, it will be the public which settles for one or other term – as it has done, and new approaches healing".

Perhaps the most encouraging development in recent months has been the report of the study group set up by the EEC to make recommendations about the status of alternative therapies.

They can no longer be regarded as a side-issue, the report states, as they show that "the emancipation of patients is resulting in the patient's right to choose the therapy and the therapist he considers best, and also the right to receive this health care on the same financial conditions as any other medical care".

That "right" is not likely to be exercisable here for many a year, but at least it can now be considered as a reasonable objective.

Ruth West is the director of the

Koester Foundation.

Without rapport between therapist and patient, they argue, no treatment is likely to work satisfactorily.

The most promising outcome has been the emergence of a third force within the profession: the British Holistic Medical Association, which held its inaugural conference last autumn. Its aim, according to chairman-elect, Dr Patrick Pieroni, was to "create an opportunity for a serious and systematic attempt to bring about a marriage of both old and new approaches healing".

This is an approach which, surprisingly, disturbs alternative therapists. When doctors talk of "well-established scientific methods" they are usually thinking of randomized trials, appropriate for the evaluation of new drugs, but not, say, osteopathic manipulation. They are designed to eliminate "placebo" effect: healing helped or achieved by a psychological and not "scientific" process. But placebo effect is one of the alternative therapies' most valued allies.

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The most popular attitude appears to be the one expressed by D. J. Weatherall, Nuffield Professor of Clinical Medicine at Oxford. There is nothing intrinsically wrong with the alternative therapies, he concluded, and no reason why they should not be widely used; but there is also no reason why they should not be properly evaluated by well-established scientific methods".

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The Spanish government responded by promising to take stronger action against transgressors, but the fear among EEC fishermen is that their interests may now be sacrificed in return for the greater political and economic advantages of enlarging the Community.

The British government's attitude is that the fishing policy is already fraught with dissension and difficulties, and that to give free rein to the large, modern, technologically advanced Spanish deep-sea vessels would be to invite disaster.

On the other hand, fishermen carry no great political clout. If agreement could be reached on such thorny topics as industrial tariffs, wine and olive oil production, and fruit and vegetable imports, then a few concessions on fisheries quotas might be acceptable, particularly if they were seen to be helping to pacify the Basques.

Last February tentative agreement was reached between Spain and the Community on allowable catches in EEC waters. But within a month hostilities erupted in the Bay of Biscay when a French naval patrol vessel fired on two Spanish trawlers, injuring six crewmen and prompting a minor diplomatic crisis.

A few months ago, at a fisheries conference in Rome, I asked a Spanish journalist for his views on the subject. He was non-committal, but that afternoon passed me a note. It proved to be a list of his favourite fish restaurants in Madrid.

John Young

I impatiently await the next auto-destructive lesbian tirade from the ladies who live in constant fear. As for the paddling priests, while their cause deserves a donation, they should know that Saturday's dip is not what is meant by being "a fool for Christ's sake".

The author is Director of the Social Affairs Unit

If you turn sharp right immediately after crossing the Franco-Spanish border between Biarritz and San Sebastian, you will come to a town which I will refrain from naming, since far too many people know it already.

Suffice to say that it consists largely of fish restaurants, and that at weekends tables and chairs are set out in the main square, so that you can enjoy an *al fresco* picnic repast comprising six or seven courses and lasting most of the afternoon.

Spaniards eat a very great deal of fish, about eight times as much as we do in Britain, and as much, if not more than, Scandinavians and Japanese. They consequently have a fishing fleet which is said to be as large as that of all 10 EEC member-nations put together.

This, not unnaturally, is exercising the minds of people in Brussels and other European capitals as Spain's long-standing application to join the Community is looming ever larger as something that can no longer be indefinitely postponed, and the subject is due to be debated by the European Parliament in Strasbourg today.

PHS

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P.O. Box 7, 200 Gray's Inn Road, London WC1X 8EZ. Telephone: 01-837 1234

## CLEARER SKY FOR THE CABINET

As the plethora of advertisements in Fleet Street newspapers from the competing airline groups suggests, the political lobbyists have been out in force in last minute attempts to influence the Cabinet's decision over the proposals of the Civil Aviation Authority for introducing more competition between British airlines.

The ensuing claims, counter-claims, conflicting evidence and financial calculations threaten to obfuscate the issue even further when it comes up for discussion in Cabinet tomorrow. It is all the more important, therefore, that ministers should step back and see the argument where it truly lies - between the long-term aim of promoting competition between British airlines and the powerful short-term force of expediency. The natural reaction of politicians in such circumstances will be to accept any respectable compromise formula.

The CAA's proposals fall into three parts. Experimental deregulation of domestic flights is generally agreed. The CAA's desire for new discretionary powers to switch routes between airlines to promote competition would create dangerous uncertainty and could usefully be shelved. The controversial element is the CAA's once-and-for-all plan to transfer two profitable British Airways long-

haul routes to British Caledonian and to transfer British Airways international routes from Gatwick and the prime regional airports to independent airlines including British Caledonian.

That may not sound like promoting competition, a difficulty for Mr Nicholas Ridley, the competitively minded Transport Secretary. But the CAA's argument, backed up by the recent history of British Caledonian, is that the independents are too small to compete effectively with British Airways, which enjoys the lion's share of traditional profitable routes carved up with other national carriers under restrictive bilateral treaties.

Given the dominance of BA's Heathrow base in British airline traffic, British Caledonian and smaller independents should be given the opportunity to build up the alternative hub-and-spoke networks (from Gatwick, Birmingham and Manchester) that have done so much, in tandem with domestic fare freedom, to help establish alternative international airlines in the United States.

The CAA's arguments are substantively correct. Some cracks have appeared in the detail of its report: do the Saudis want British Caledonian to replace BA and are the smaller independents credible provincial replacements? The most power-

## DR OWEN'S MARKET

Dr David Owen has had a good party conference, despite his undisguised disagreement with Mr Roy Jenkins and Mrs Shirley Williams over their advocacy of a merger, or at least a commitment to a permanent relationship with the Liberals. Dr Owen has the clear support of the majority of the party's activists for his policy of continued independence for the Social Democratic Party. Indeed, with the outstanding political acumen that he has developed over the past few years, he has even made a virtue of the difference of opinion with some of his colleagues. A politician of another stamp would have found ways of suggesting that there was no significant difference between himself and Mr Jenkins. Dr Owen, however, has acknowledged, in terms more forthright than Mr Jenkins himself has used, that the former leader wants a merger and is entitled to that opinion which will make no difference to Dr Owen's position on the subject, or to party policy.

More generally, he displays the characteristics of a politician who not only has the courage of his convictions because he believes in them but is also confident that they represent the common sense of most people. His eagerness yesterday to engage a picket of striking miners in argument so as to tell them that they are wrong was a further demonstration of this characteristic. But above all, he has had a remarkable success within his own party, despite a certain amount of ill-focused grumbling, in getting acceptance for his advocacy of a "Social Market Economy," linking encouragement of competitive market conditions with heightened concern for what Dr Owen categorizes as social justice.

Yesterday's debate on compe-

titiveness and the social market (a term Dr Owen remains determined to wrest from Sir Keith Joseph and the German Christian Democrats) caused him no trouble. Some speakers exhorted their party to avoid "Thatcherite terminology" and advocated an economy balanced between public good and private gain. Some criticised the government for privatising monopolies, or advocated more competition in the public sector. One or two explicitly wanted to acknowledge the party's roots in "democratic Socialism" as well as agreeing that the SDP was engaged in a new kind of politics altogether. Some simply wanted the party to set about explaining what the concept social market precisely means on the grounds that it is what the party is really about - and the inherent contradiction in that sentence sums up Dr Owen's real difficulty.

Some good sense was heard in the conference hall yesterday but too often it was twinned with poor logic or the avoidance of thought-out consequences. Although the party was forthright in its condemnation of Mr Scargill, too many speakers seemed to think that even-handedness required them to condemn Mr MacGregor as equally responsible for the strike which, whatever the latter's mistakes, is plainly nonsense. But, of course, it is the question what the social market economy really means to Dr Owen and the SDP that still stands in most need of elucidation.

Dr Owen has been robust in giving credit to Mrs Thatcher's economic policy where he thinks credit is due but he has much more explaining still to do. He is right to observe that a merit of the social market economy of the German kind is that both the party of the right and that of the

## TALKING VIA TELEVISION

Relations between the super powers are certainly in a sorry state when the first hint of a possible meeting between President Reagan and the Soviet Foreign Minister, Andre Gromyko emerges in the course of an interview for American breakfast television. It scarcely offered a concrete agreement to hold talks on reducing tension. As a general rule, Kremlin officials do not like television interviews with Western journalists, as there is always the risk of an unscripted question or, even worse, an indiscreet answer.

The Soviet first deputy Foreign Minister, Mr Georgy Kornienko, spoke of the tradition that on coming to New York for the opening of a United Nations General Assembly session Mr Gromyko would visit the President in Washington also. According to Mr Kornienko, Moscow would not oppose a return to this practice.

Unfortunately, with the same breath he argued that the interruption of this tradition was not the fault of the Soviet leadership, omitting any mention of the Korean airliner tragedy. On that occasion too, Mr Kornienko had responded to

questions from Western journalists. He was accompanied then by the Chief of Staff, Marshal Ogarkov, but now sitting beside him was the new man, Marshal Akhromeyev, who claimed that his appointment was no more than "regular change" in the high command.

It would not be difficult for the Kremlin to withdraw from a meeting first broached in such doubtful circumstances. This might offset the attraction of seeming to confirm Democratic criticisms that President Reagan is unable to talk to the Russians - making him look silly after the positive reaction in Washington to the proposed meeting. Yet Soviet leadership must be aware that an unexplained withdrawal could have the opposite effect, confirming the opinion of many Americans that it is the Kremlin that is sabotaging every possibility of improving relations.

Even if trust is unlikely to develop without a fundamental change in Soviet policies, it is certainly important that the American President both now and after the elections should be willing at any time to discuss with the Soviet leaders the vital issues affecting world peace. For them too there are pressing reasons to be more forthcoming. They do not wish to encourage speculation that the USSR is again without firm hands on the wheel, that foreign affairs were being neglected while factions struggled for the succession. A Reagan-Gromyko meeting would not itself settle differences between the super powers, but it would be a step in the right direction.

The experienced Mr Gromyko has enough knowledge of American policy to be aware that the odds now favour the President's reelection. The Soviet leaders may see advantage in beginning to talk now rather than waiting until after the

## Freemasonry and police impartiality

From Mr Keith Brunsell

Sir, Whilst I sympathise with Mr Laughton's difficulties (leading article, September 7) where the impartiality of the police is being brought into question and where he feels that it is necessary to reassure the public, I feel that the innocent Freemasonry has suffered as a result.

I leave aside comment on any criticism which has been implicit, for a letter could not adequately deal with the many points raised. Instead, I would prefer to simply reassure the public that Freemasonry is not an organisation which in any way is trying to be detrimental to the good of society. The reverse is true.

It is also important to clarify the fact that a Freemason who observes after some deliberately belittling experiences will eventually reach the stage of making a promise that would put any policeman's mind at rest, were he to be worried for any reason about divided loyalties.

He specifically promises not to keep secret those things which a brother Mason may tell him which are of an unlawful nature. This is only part of a number of obligations, but nowhere is there anything which should leave any policeman or other law-abiding citizen in any doubt as to the correct moral response in a given situation.

Yours faithfully,  
KEITH BRUNSELL,  
Devon House,  
Devon Road,  
Hunly, Grampian.  
September 8.

From the Reverend Sydney Linton

Sir, Did the police chiefs, when they advised their men that membership of Freemasonry might render police impartiality suspect, not realize that their stance might make half a million Freemasons double police impartiality towards them?

Yours faithfully,  
SYDNEY LINTON,  
39 Lower Road,  
Salisbury,  
Wiltshire.  
September 8.

## Airline competition

From Mr Norman Foster

Sir, Lord King is to be congratulated on his achievement in converting British Airways from the obese and confused entity it once was into the lean, mean machine it is now. However, he did not do this alone, aided as he was by some of the most thoughtful accountants in the industry and in Government.

When dealing with the subject of the CAA policy review, most of the media emphasize the question of route transfers. Of more importance to some airlines than others, this highly debatable topic may appear to the public as the major question.

There is another, however, and that is the subject of whole plane charters. BA are now able to put into the holiday charter market a number of remarkably quickly written-down aircraft (at the taxpayer's expense), while the competing airlines in this country are all still paying for theirs and have to incorporate the very considerable charges into their fare pricing structure.

A process has already started, with some 200 independent airline job losses, which if unchecked could lead to BA cornering the majority of the holiday charter market. In which direction would prices to the holiday maker move then, do you think?

The amounts payable in unemployment benefit and owed to creditors following a spate of airline collapses would be staggering. No amount of creative accounting would ever compensate for the retrogression throughout the aviation industry and beyond.

Were the CAA able to continue to function as a regulatory body to intervene or arbitrate as necessary, the nightmare (to those in the industry) of multiple airline bankruptcies would not be realized.

Regulation is vital in this country's aviation industry if it is to continue to exist in a form useful to the consumer and itself.

Yours faithfully,  
N. W. FOSTER,  
11 St Peter's Street,  
Duxford,  
Cambridgeshire.  
September 10.

## Readier reckoning

From Mrs Stella Humphries

Sir, I am baffled by Mr James Hobbs's letter to you, published today (August 30). He asserts that "essentially the metric system is a failure because it has no foundation in nature..."

I re-count my fingers and marvel. Is your correspondent by any chance a two-toed sloth?

Yours faithfully,  
STELLA HUMPHRIES,  
71 Cameron Road,  
Bromley,  
Kent.  
August 30.

## Top posts for top men

From Mr J. A. Dunn

Sir, As a shareholder, albeit a small one, in GEC the news that James Prior is the likely chairman-to-be causes me some apprehension in that the company's performance of late has not been exactly sparkling, particularly if measured by the trend in the share price.

If one considers also that Mr Prior's performance, both at the Department of Employment and in more recent times as Minister responsible for Northern Ireland, has also lacked lustre it is difficult to see that company becoming more dynamic in future.

What, however, is of greater significance is this country's continuing predilection for kicking own goals. On the one hand we have

## LETTERS TO THE EDITOR

### Defence strategy for central Europe

From the Commander-in-Chief  
Allied Forces Central Europe

Sir, I have just read Mr Cowton's article in *The Times* of August 27, some parts of which are based on my recent discussions with him.

While I agree in general with the main thrust of the article, I regret that there are some important aspects, which do not properly reflect my principal points made in the interview. In broad terms, I consider that Mr Cowton does not differentiate sufficiently between the tactics supporting the strategy of forward defence, and the strategy itself. He therefore fails to express more clearly that it is the tactics, and not the strategy, which require to be a result.

I leave aside comment on any criticism which has been implicit, for a letter could not adequately deal with the many points raised. Instead, I would prefer to simply reassure the public that Freemasonry is not an organisation which in any way is trying to be detrimental to the good of society. The reverse is true.

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Yours faithfully,  
SYDNEY LINTON,  
39 Lower Road,  
Salisbury,  
Wiltshire.  
September 8.

## Airline competition

From Mr Norman Foster

Sir, Lord King is to be congratulated on his achievement in converting British Airways from the obese and confused entity it once was into the lean, mean machine it is now. However, he did not do this alone, aided as he was by some of the most thoughtful accountants in the industry and in Government.

When dealing with the subject of the CAA policy review, most of the media emphasize the question of route transfers. Of more importance to some airlines than others, this highly debatable topic may appear to the public as the major question.

There is another, however, and that is the subject of whole plane charters. BA are now able to put into the holiday charter market a number of remarkably quickly written-down aircraft (at the taxpayer's expense), while the competing airlines in this country are all still paying for theirs and have to incorporate the very considerable charges into their fare pricing structure.

A process has already started, with some 200 independent airline job losses, which if unchecked could lead to BA cornering the majority of the holiday charter market. In which direction would prices to the holiday maker move then, do you think?

The amounts payable in unemployment benefit and owed to creditors following a spate of airline collapses would be staggering. No amount of creative accounting would ever compensate for the retrogression throughout the aviation industry and beyond.

Were the CAA able to continue to function as a regulatory body to intervene or arbitrate as necessary, the nightmare (to those in the industry) of multiple airline bankruptcies would not be realized.

Regulation is vital in this country's aviation industry if it is to continue to exist in a form useful to the consumer and itself.

Yours faithfully,  
N. W. FOSTER,  
11 St Peter's Street,  
Duxford,  
Cambridgeshire.  
September 10.

## Welfare and duties

From Professor Emeritus Maurice Briane

Sir, Dr David Jessop (August 31) would seem to be unfortunate in his choice of associates and is in any case unaware that what we rightly or otherwise call the "welfare state" came into existence precisely because there just was not enough humanity or fellow-feeling to meet social responsibilities.

Does he think that in poor-law days many people did more than pay their share of the poor rate, or give small charitable contributions to individuals or organizations, or that they welcomed into their community someone without a "settlement"?

Moving to more recent times, is he not aware of the attitude towards the unemployed of many of the affluent, or even of the slightly better-off, in the 1920s and 1930s (fortunately, there is more understanding today), or of the inadequacy of so-called "voluntary" hospitals?

Whatever the flaws and weaknesses of our present system, helping as much as one can, while encouraging others to do so, and through taxation making it possible for central and local government to employ qualified staff to tackle these problems, is surely the only practicable course.

Yours truly,  
MAURICE BRUISE,  
22 Chorley Drive,  
Sheffield,  
South Yorkshire.  
September 1.

better relations would have been with the miners if the NCB chairman had been a successful, and hopefully even a charismatic product of the British mining industry rather than a "foreigner". Are we not already today seeing some improvement in British Rail worker relations now that a railwayman at the helm?

Unfortunately privilege rather than professional proficiency still prevails. The list of the great and the good - i.e. the safe and the stolid - remains pre-emptive.

Yours faithfully,

J. A. DUNN,  
Bourne House,  
Brook Lane,  
Plaxtol, Sevenoaks,  
Kent.

September 9.

equally one wonders how much

### Classroom peril of faiths misused

From the Rev Dr A. C. J. Phillips

Sir, I write in support of your editorial on the cults of your (August 14). As an Osbridge chaplain for 15 years, I have encountered those young adults who have been caught up in the cults to the concern and hurt of their families. But it is my experience that the reason for their absorption into the cults (as also with suicide or attempted suicide) has been their inability, right or wrong, to find love and acceptance within their family.

Yet far more important numerically are those damaged by main-line Christian denominations. Religion is a dangerous commodity which too many propagate at the expense of others' inadequacies. What is of far more concern than the growth of the cults is the world-wide increase of intolerant fundamentalism in the three monotheistic faiths of Christianity, Judaism and Islam.

The proper defence against the misuse of religion is not legislation but theology - the Cinderella subject of British education. Schools would best prepare their children for the undoubted religious pressures to which their pupils will be subjected by ensuring its proper teaching on a non-confessional basis.

Compulsory chapel in the private sector and ethics discussions in the public are no substitute for the critical study of religious texts leading to the same examination process as in any academic discipline. By failing to equip our children theologically, we put them at risk.

Yours faithfully,

ANTHONY PHILLIPS, Chaplain.

St John's College, Oxford.

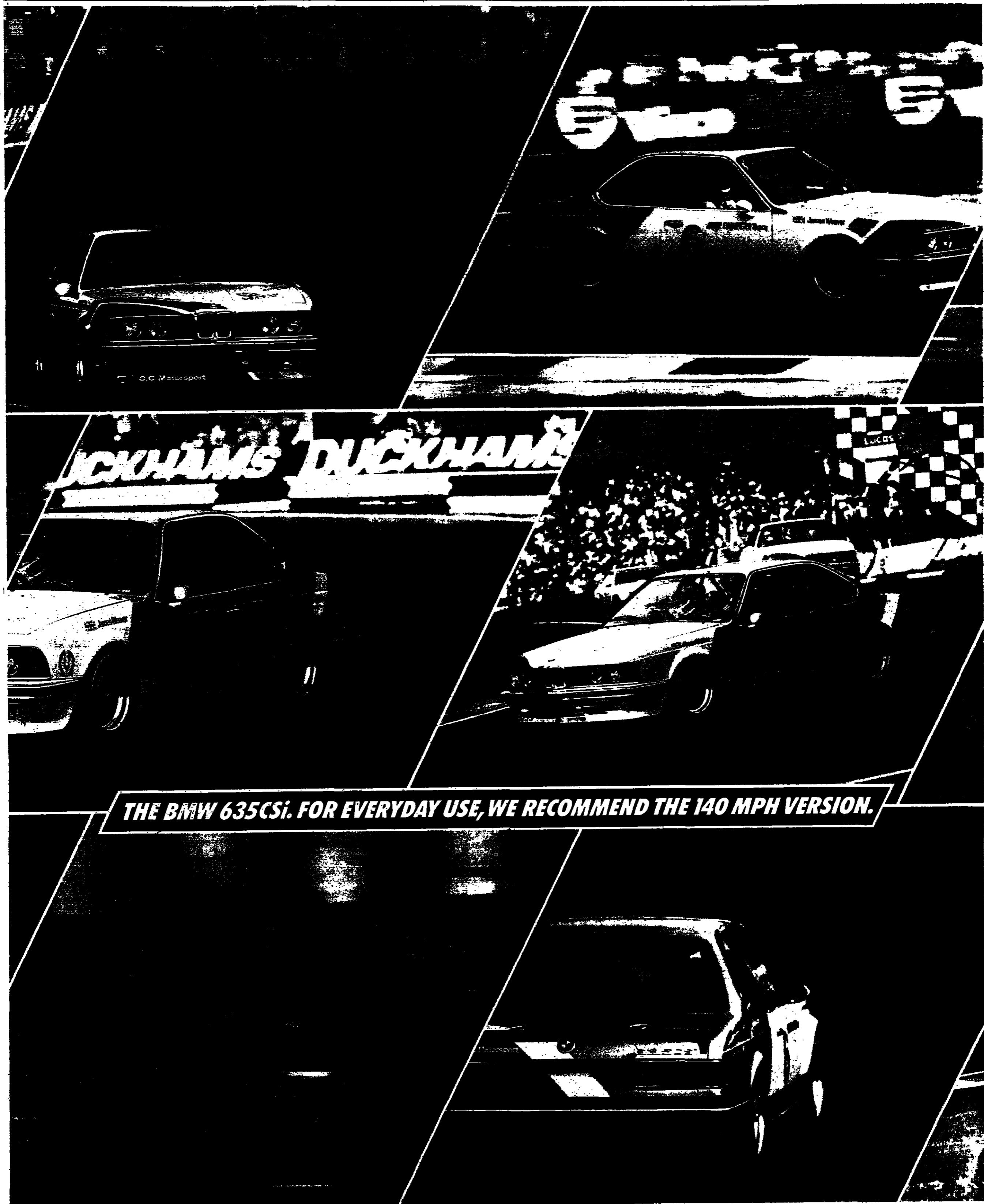
September 4.

### Cure for acid rain

From Mr Allan Roberts, MP for Bexley and Gravesend

</div





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## THE ARTS

Television  
Hard to resist

When the Allied troops landed in Normandy in 1944, a secret army of 100,000 Frenchmen rose simultaneously against the Germans. *S.O.E.*, on BBC1 last night, told the story of the preparation and the uprising.

The Special Operations Executive played a vital part in the raising of that army, starting rather disastrously in Vichy in 1941 and losing many agents to torture and death but continuing patiently to establish a network over the whole country. The programme focused largely on the work of one agent, Mr Francis Cammaerts, who organized the network in south-east France and happily survived to tell some of the story.

His was most obviously a perilous task. At one point in 1943, the life expectancy of a radio operator was six weeks. Mr Cammaerts found the men to risk their lives but had less success at first in persuading London to supply the whereabouts to resist.

This situation changed after the conference in Tehran when Mr Stalin's exhortations for a Second Front were accepted and Mr Churchill made the supply of weapons to the French Resistance the RAF's second priority, the first being the continued bombing of Germany.

In six months enough supplies were dropped to arm 100,000 men and, in a rehearsal a year before the invasion, the resistance struck at communications and strategic targets to demonstrate their efficiency. Their ranks were swelled by the action of the French collaborator Pierre Laval, who introduced compulsory labour for young men and drove many to join the resistance, particularly the *Maquis*.

In the battle of Normandy after the invasion, the *Maquis*, a mixture of many nationalities - though only lightly armed and without the heavier weapons Mr Cammaerts had hoped for - held up 20,000 German troops for six days, losing 900, nearly a third of their number, in battle or reprisals.

The scale of the French achievement rather limited the programme in its detail of the suffering and the hazards the resistance men endured. Mr Cammaerts, for instance, obviously had much more to say about these and the shortcomings, but Dominic Flessas's production made good television as well as providing an appropriate testament to the brave.

Dennis Hackett

Andrzej Panufnik conducts the first performance of the revised version of his *Sinfonia Vertuosa*, in a London Symphony Orchestra concert to celebrate his seventieth birthday, at the Barbican on September 24.

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*Up in arms: Brenda Fricker (left), Brid Brennan*

For Bamber Gascoigne, the eternally challenging university quizmaster, the stage has brought decidedly more mixed success, but the playwright lurking within him bursts out again next week when *Big in Brazil* opens at the Old Vic: interview by Sheridan Morley

## Carrying on up the Amazon

Your starter for ten, no conferring: name the Eton, Cambridge and Commonwealth scholar whose last West End production was a revue in 1957, who later became a theatrical historian and quizmaster and publisher, and now has a farce about Feydeau opening at the Old Vic. He also made an epic television series about the Christians, had a show on Broadway, which closed even before its first night, and a best-seller last year called *Quest for the Golden Hare*.

There is a lot to be said for being Bamber Gascoigne. Twenty-three years ago, when he was 27, he and Nicholas Tomalin among a dozen assorted journalists and actors were in receipt of a communication from Granada Television asking if they would like to audition as chairman for a new American television student quiz which had been recently turned down by the BBC but was now thought by ITV to be worth a three-month summer run. Since then *University Challenge* has notched up nine hundred shows, occupied Mr Gascoigne for forty days of every year of his life (he would be in the *Guinness Book of Records* as the longest lasting television host of a single series were it not that Patrick Moore started *The Sky at Night* two years earlier) and most importantly given him the nearest twentieth-century equivalent to a private income, thereby enabling him to avoid the commercial rubbish that has beset his contemporaries from the golden Osbriige generation.

On September 19, after a couple of previews, *Big in Brazil*, his farce about Feydeau. Accordingly Gascoigne got it

out of the drawer, read it again, and proceeded to tie up the loose ends rather more neatly than before. Whether *Big in Brazil* now has a commercial life beyond its six-week season at the Vic remains to be seen, but its author is glad to be back in the theatre to which he once thought he would dedicate his life. The sets of a City businessman, he was an Eton scholar, and progressed from there via the Grenadier Guards to Cambridge in the generation of Michael Frayn and Daniel Massey.

"I'd been in the Guards with Julian Pettifer, and in our first week at Cambridge we gave each other the courage to audition for the Marlowe Society. Julian was immediately cast as Troilus; I barely got into the crowd, and by the Wednesday of our first week I was so bored by having to stand around on stage while other people spoke that I vowed to be a writer instead of an actor. That summer I got one sketch into a Footlights revue that was going to London with Jonathan Miller, and another student in my college decided he wanted to be an impresario so for £250 he hired the ADC theatre for a week and suggested we stage a college revue. I wrote 12 sketches for it in a week, and as nobody else seemed to be delivering anything I put the case for a unified style-one author who would also direct all his own material. My tutor gave me a whole term off writing essays, and the result was *Share My Lettuce*. Michael Codron, who was then just starting out as a producer but seemed to us about 105 and full of wisdom, came to see it and agreed that he'd stage it in the West End.

"For a while I went on writing plays that even I didn't much like and that nobody seemed to want, until finally one that I was rather fond of, about bestiality in the suburbs [*Leda Had a Little Swan*] got handed off Broadway during the previews. I suppose it was rather tricky; it involved a mechanical wooden duck and several outraged parents, but the Americans didn't really understand it and nor did the cast, so that was that. Back in England my wife and I were then invited to star a series of carefully researched picture books [*World Theatre, Great Moghuls, Treasures of China*] and they led to four years on the book and television series of

two one-acters using the same cast of 10, until somebody pointed out to me that in the first play they all had to be black and in the second all white, so we were back to 20 and it was unaffordable. Then I wrote a couple of novels, and became the publisher for a series of books about London, and I realized that all the time I had gained from the Granada contract was being spent wrapping up parcels at home, so I sold that out and now here I am back in the theatre. My wife forbids all optimism in the house about *Big in Brazil*, but secretly I think that if it does

"I like the idea of going for immediate attention or abuse".

*The Christians*, which was the only other job I've ever done for Granada. Before that, we'd managed to live wonderfully cheaply; we went round India for nine months on *Great Moghuls* living entirely on an advance of £1,300."

But he still was writing the occasional play, notably an unstaged-as-yet epic about an 1825 Utopian experiment in Scotland which requires a cast of 40 and which he offered to both the National and the RSC, who gave him good lunches but not much encouragement.

"Then I thought I really had to get commercial, so I wrote

work then I'll write another play quite soon; I like the idea of going for immediate attention or abuse. Books take years to come out, and then months after publication friends start asking when they are about to appear.

"I suppose that without *University Challenge* my career would have been very different: I'd have had to work a lot harder, as Michael Frayn has, and I might have been more single-minded and successful, but thanks to that quiz I've had a freedom almost unheard-of in my generation of writers. I just hope it lasts."

## Music in London

## A difficult challenge confidently met

BBCSO/Atherton  
Albert Hall/Radio 3

I cannot imagine many composers being happy to take the opportunity of a Proms commission to write a cello concerto. Of all instruments, the cello must be the most difficult to bring into line with an orchestra, acoustically and musically, and it has such a rich character of its own that any composer is likely to feel as swamped as a playwright might be in writing for a great actor. Colin Matthews, however, makes light of these difficulties. Long cherishing the wish to write a cello concerto, he has produced a work of complete confidence and newness, one which had a very impressive first performance on Monday

from Alexander Baillie and the BBC Symphony under David Atherton.

The problems of balance are largely avoided by pitting the soloist not against a single orchestra but against many. There are often four or five different things going on at the same time: the cello may be gesticulating in the foreground while the woodwind revolve in slow-moving chords, the percussion keep up a strong line of colourful and exotic activity, a trombone accelerates towards some brassy climax, and the strings go their own tuneful way. The concerto takes place on several stages at once; it has the curious, unsettling effect of a split-screen film where sometimes rather ordinary adventures can be made extraordinary by a calculated confusion of one's attention.

Matthews's music can work in this way partly because the calculation is so precise - he is a master of the multiple orchestra - and partly, too, because his sense of movement is so sure. Musical mobiles tend to be doggedly static; Matthews's are alive with motion, the parts securely driven by his harmonic technique so that they are fast or slow, receding or advancing. The only problem that remains to be resolved is the relative backwardness of the soloist, but that may have been merely a feature of this auditorium: the Albert Hall is not the easiest place in which to make a solo cello sound.

Matthews's concerto is equally so in the characters of its movements.

The first has the title "Scherzo-

Notturno", and, though the opening is acceptably nocturnal

and the middle decidedly scherzo-like in parts, one needs the dual name to define music which easily has both personalities at once. Moreover, the most jingly scherzando material is closely related to the main nocturne melody, which itself has a "kinship" with the dawn interlude from *Peter Grimes* and which weaves its way back into the finale, an adagio. Both movements are highly eventful: the first climaxes in a great bell stroke, prolonged by string harmonics and followed by crisp nightmare images, and the second comes Ligeti-like with dazzling tremulations of A major. Matthews's design, though, is strong enough to cope with his vivid imagination.

Paul Griffiths

## No joke

Antigone Legend

ICA

A typical MusICA season such as this has, been, usually contains little that is peculiarly significant but much that is intriguing, provocative or (as was the case with Kage's *Kanttimusik* and in the concert given by C Newman) hysterically funny. Frederic Rzewski's *Antigone Legend*, here given its British premiere, had none of those qualities. What it did have was some pretty puppets and some music that must have been mighty exhausting for the noble and accompanied performers, the singer Linda Hurst and the pianist Ursula Oppens. It was pretty tiring to listen to as well.

Rzewski's point of departure is Brecht's dour narrative version of Sophocles's tragedy, using an English translation by Judith Malina. Brecht intended his work to be recited by actors backstage during performances of his adaptation of Holderlin's translation, a procedure curiously intended to prevent the transformation of the actors into the characters. Rzewski, for heavily implied sociological reasons, attempts to remain faithful to this intention, but in doing so strikes no blows for either politics or art.

The centre of attention is supposed to be the collection of brightly coloured puppets whose comic-strip images are projected from behind on to a small screen, but the main action seems to take place offstage, where the music comes from. That has less to do with musical quality than sheer rude assertiveness, however. The jagged recitations, formed by Rzewski's rag-a-like transformations of a 12-note series, more or less fit the contours of the drama, but not once does one feel the composer to be concerned with meaningful design or variety. Some interest, true, was created by the pianist's sighs, screams and bell-playing, but only to the most superficial ends. If it was all meant to be enlightening, it failed dismally.

Stephen Pettitt



"I like the idea of going for immediate attention or abuse".

*The Christians*, which was the

only other job I've ever done for Granada. Before that, we'd managed to live wonderfully cheaply; we went round India for nine months on *Great Moghuls* living entirely on an advance of £1,300."

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Alexander Baillie and the BBC Symphony under David Atherton.

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Paul Griffiths

Galleries

Fearful myths

Robots

Boilerhouse Project

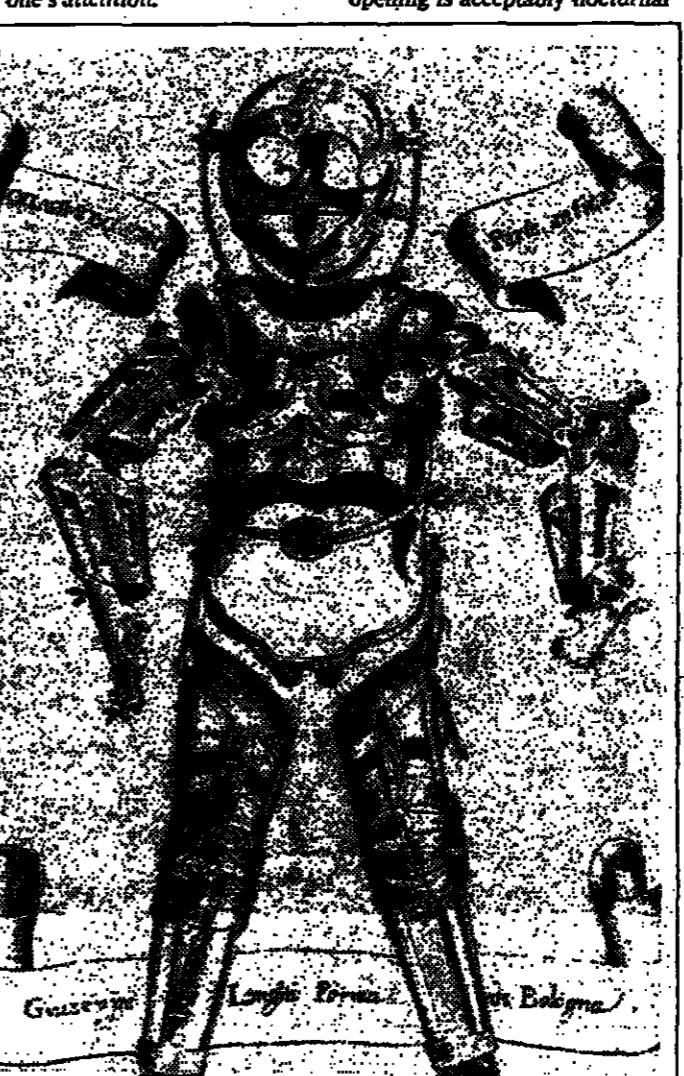
There always seems to have been something mysterious, alarming and probably taboo about any attempt by man to make another apparently living, functioning creature in his own image. Reactions to the result of such efforts can range from the horror occasioned by the Golem to the affectionate oohs and ahs inspired by C-3PO and R2-D2. But in the main it is holy fear which predominates, and it is to be noted that the series of myths about *Robots* on which the current show at the Victoria and Albert's Boilerhouse Project (until October 25) attempts to put us right is mainly of the fearful variety. Nor do they seem to be quite categorical about dismissing out of hand such horrid fantasies as the possibility of malign robots running on their madcap little legs. The series of myths about *Robots* on which the current show at the Victoria and Albert's Boilerhouse Project (until October 25) attempts to put us right is mainly of the

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ideal gift, one supposes, for the man who has everything. The second section is about real robots and modern technology, and concentrates firmly on the facts. Parents will no doubt be more amused by the nostalgic content of the first part, but kids will probably respond with even more enthusiasm to the second, where, on a plinth labelled

"Please Touch", there are mechanical hands just waiting to be galvanized into life.

John Russell Taylor



Seventeenth-century medical diagram from *L'opere cirurgiche*, Bologna

vely than the robots of today, tirelessly spraying cars in the factories without - comforting thought - any need for special safety equipment or even a coffee break. The show is in two parts, the first devoted to robot imagery, from seventeenth-century medical diagrams likening human anatomy to a machine, right through to the latest plastic toys for kids and (rather bizarrely) limited-edition ceramic reproductions made today of pre-war tinplate mechanical toys, the

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John Russell Taylor

The Glass Menagerie  
New End

After recent compelling revivals of *Streetcar* at Greenwich and *Suddenly Last Summer* here at New End (let us forget the ludicrous *Kingdom of Earth*), Washington's Source Theatre Company bring over another highly impressive Tennessee Williams production, whose thoughtfulness and polish stands comparison with the best of our own Fringe and raises hopes that we shall see more of them.

They have a hard task. Williams's "memory play" bathes the young Tom, his overpowering mother and shy, semi-crippled sister in a yellow light - caressing them, as even the gentlemanly T. C. Worsley remarked, "less in amber than in barley sugar", proudly dousing them in sentimentality and poetic writing that treads a perilous line between the inspired and the merely adolescent.

Bart Whiteman's production, like Alan Strachan's *Streetcar*, finds robust humour a useful antidote to sickness, though without viewing characters with such stimulating scepticism as Sheila Gish's Blanche Dubois. The pestering garrulity of Tom's mother, Amanda, remains irk-

Anthony Masters

Anthony Masters

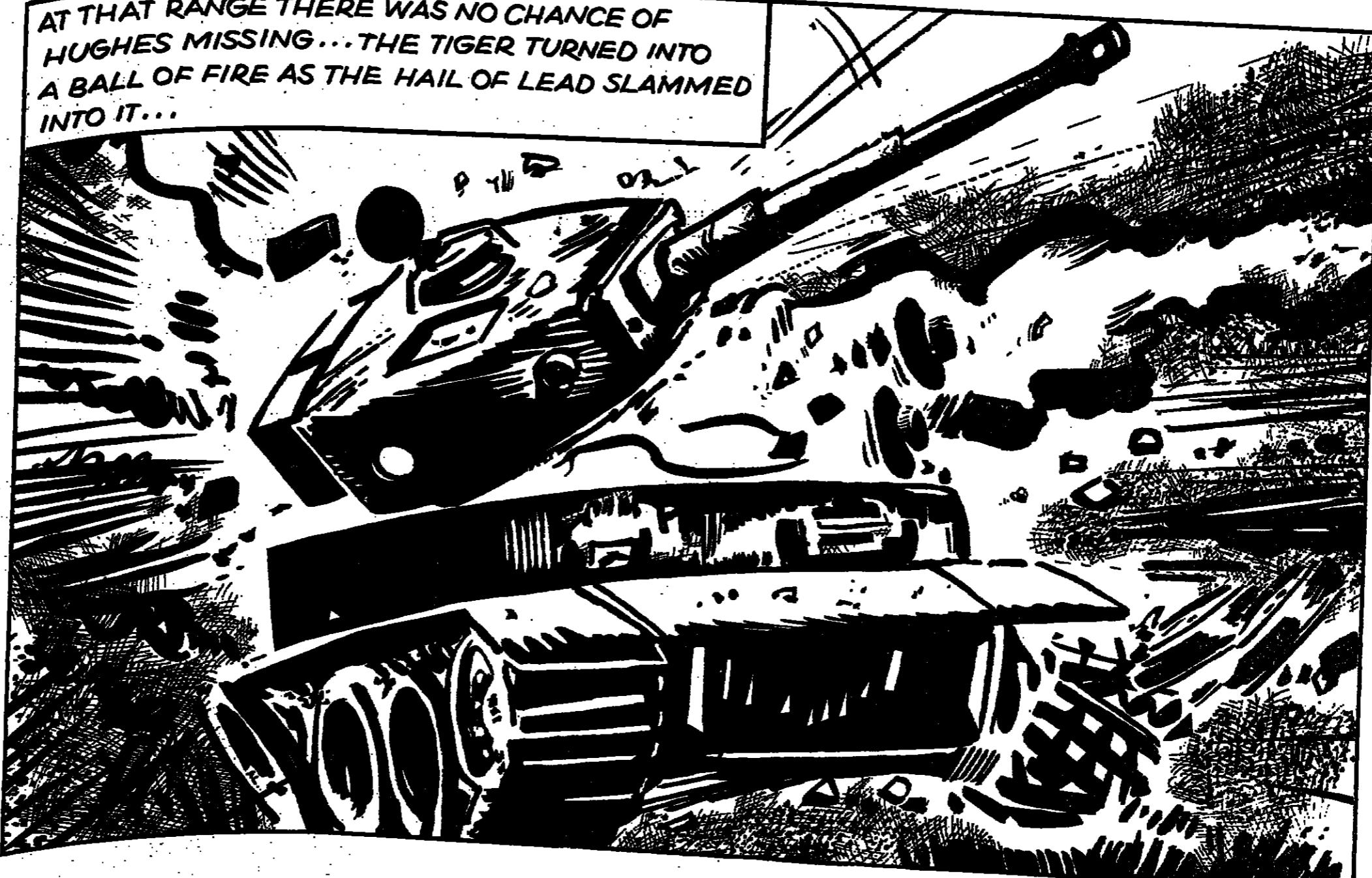
Up to 150

HUGHES JUMPED TO HIS FEET, FIRING THE STEN FROM THE HIP AND SENDING, LEADEN DEATH INTO THE WILDLY CHARGING TIGER...

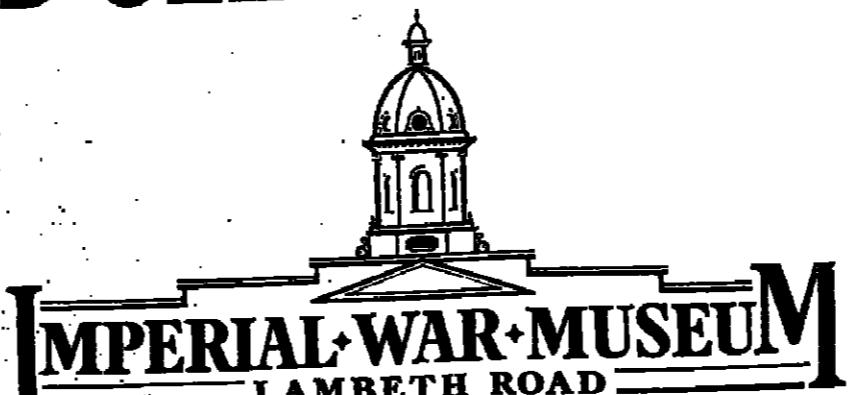
42



AT THAT RANGE THERE WAS NO CHANCE OF HUGHES MISSING... THE TIGER TURNED INTO A BALL OF FIRE AS THE HAIL OF LEAD SLAMMED INTO IT...



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## A SPECIAL REPORT

Most airlines are reporting improved levels of cargo traffic for the first half of 1984 and there is a strong feeling of confidence within this sector of the aviation business for years ahead

With the ending of the worldwide business recession, the air-freight side of the airline industry has suddenly found itself with a boom on its hands, and there is a strong feeling of confidence within the cargo sector that, barring international crises of a political or economic nature, the upturn will go on at least until the end of the decade.

Routes to and from Britain provide a traditional barometer to the health of the air-freight sector, and a poll of 24 of its member airlines by the International Air Transport Association published two months ago showed expectations that air-cargo business into Britain will increase by an average of 4.7 per cent over the years 1984-86, and out of Britain by 5.2 per cent.

Within those totals there were some startling individual increases. Imports from the Caribbean are expected to rise by 22.5 per cent, from eastern Africa by 11.7 per cent and from the south-west Pacific by 9.1 per cent.

Outbound, earnings to eastern Africa are expected to go up by 10.3 per cent but more significantly, by 7 per cent across the North Atlantic.

The performance of all airlines on the blue ribbon North Atlantic routes has broken all records in the history of the air-freight industry over the past 12 months as a result not only of the ending of the recession, but of the weakness of sterling and other European currencies against the dollar which has made European goods attractive to American buyers.

Traditionally, the flow of goods across the Atlantic has been west-east, but now the imbalance has evened out, and the discounting which went on among the airlines to try to attract goods into the holds of half-empty westbound airliners has dried up.

So scarce has space become, in fact, that in many cases commodities paying low rates have to wait two or three days in the queue for shipment. An executive of KLM, the Dutch airline, whose traffic to the US went up 45 per cent last year over the previous year said: "You can make your own pricing to the US these days."

David Brooksbank, cargo manager of British Caledonian Airways, said that between November 1983 and June this year, his airline's total tonnage increased 27 per cent and revenue by 15 per cent. Within that total, earnings to Houston were up 37 per cent and revenue by 34 per cent, to Atlanta/St Louis 63 per cent and 56 per cent, and to Los Angeles by 48 per cent and 48 per cent.

Alastair Pugh, BCal managing director, said: "The flow of cargo across the Atlantic has changed quite dramatically. British manufacturers have taken advantage of the exchange rates to establish a bridgehead in the US market, and as cargo makes a powerful contribution to our overall profits, that is good news for us."

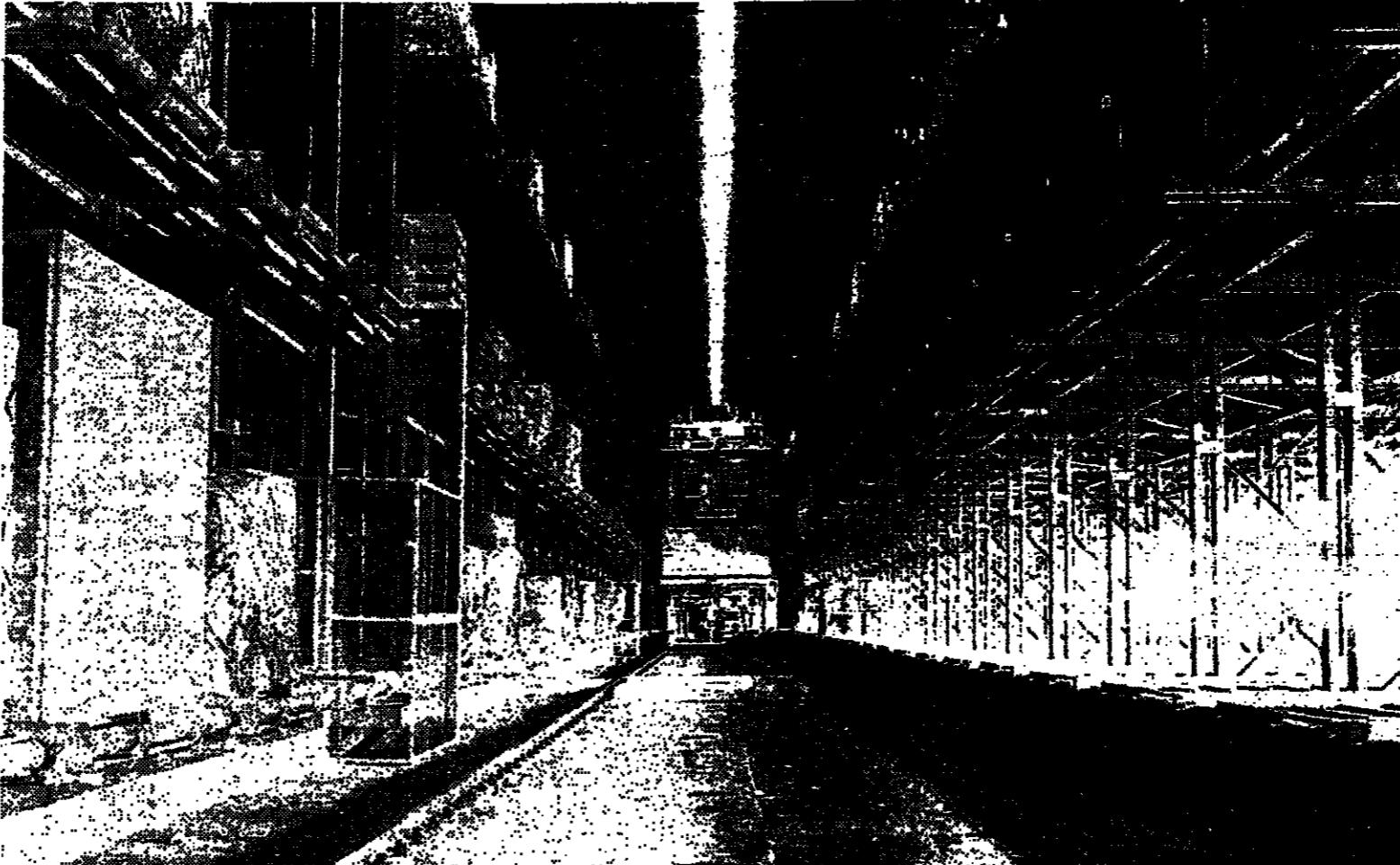
Geoff Bridges, British Airways cargo manager, told a similarly optimistic story. BA's United States revenue was 18 per cent above that of last year by late summer. Business to Australia was up 54 per cent, to north-east Asia 27 per cent, to northern Europe by 26 per cent, and to southern Europe by 28 per cent. Imports into London were running 20 per cent up on 1983, and transhipments were up 32 per cent.

British Airways handles over a quarter of a million tonnes of air freight annually, the majority of it passing through its massive cargo centre on the southern perimeter of Heathrow airport. Mr Bridges said that the earnings target from freight this financial year is £307m, or 12 per cent of BA's total revenue, "and we expect to beat that target handsomely."

Despite increased earnings, not all airlines will make immediate profits, however. Cargo rates became so depressed during the recession that it will take some time for them to catch up with costs, and this in spite of a general increase agreed for most parts of the world by the IATA airlines in May.

Mark Hawes, IATA cargo coordinator, said that although world cargo earnings looked as if they would be up between 13 per cent and 19 per cent this year, there was likely to be little actual improvement in financial yields, and on some routes these could be down.

Mr Hawes said that IATA considered that future growth in air freight lay in the develop-



The cargo transporter system at Schiphol airport (left) is computer controlled. It is claimed that the administrative handling and monitoring of shipments will be virtually paperless.

ment by airlines of new markets, rather than in trying to convince shippers that goods which has traditionally gone by surface should be switched. Airlines were beginning to accept this philosophy, and there was an interesting trend in which they were appointing specialists in potential new markets overseas to drum up trade.

Another major trend within Europe is the increasing employment by the big airlines of road vehicles to haul freight into and out of their cargo bases at airports, as a result of a rising tide of cargo moving within the EEC countries, and the fact that most airliners operated on European routes have holds capable of carrying little more than a tonne at a time.

This situation could be altered with the advent of a new generation of airliners such as the Boeing 757, which in British Airways service can carry six tonnes, and the European A320, due in service with BCal by the end of the decade, with ten tonnes of capacity.

But meanwhile, both these

airlines truck goods to and from cities as far distant as Scandinavia and Aberdeen to a precise timetable – even giving each run along the motorways of Europe a "flight" number, and guaranteeing shippers precise arrival and departure times.

The system makes heavy use of the cross-Channel roll-on ferries, and its performance has inevitably been thrown into doubt by recent UK dock strikes. Such disputes always direct increased amounts of cargo to the airlines, but it is business which most freight managers would rather do

without because of the uncertainties with which industrial disruptions surround their carefully-gearred day-to-day operations.

Airlines continue to invest

considerable amounts of capital in their freight operations – Lufthansa opened a £2m extension on Monday – but most agree that they have gone as far as they want with automation of the sorting of goods.

Computerisation is now being applied to the simplification of the paperwork side of air cargo, and there are signs that Customs authorities

are becoming more willing to embrace the high technology of the 1980s.

This same high technology could, the more-farsighted

people in the industry warn,

have a serious impact on air freight business in the future as the documents which make up as much as 40 per cent of the

carrying of the new generation of small parcels specialists are transferred to cable, satellite, and facsimile machines.

For the present, however, the small-parcels business continues to flourish as governments deregulate post offices, and shippers demand ever-quicker overnight delivery in most parts of the US and Europe from Britain, is dressing its couriers in smart red uniforms on the basis that

"people feel the need for a more-professional image from the courier industry."

Freight forwarders have, from June this year, had to be registered by the Institute of Freight Forwarders under a scheme which covers trading

conditions, liability, cover, a new code of conduct, minimum numbers of professionally-qualified staff, and compliance with legislation on the filing of company accounts and returns.

According to a recent survey by Air Hazel, 99 per cent of 91 companies with annual turnovers of between £1m and £100m questioned use freight forwarders, while the remaining 1 per cent deal direct with airlines.

Nearly half of them said they proposed to increase the portion of goods sent by air over the next two years, but respondents criticized customs clearance delays, and communications links with regional airports.

Arthur Reed

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British airways cargo

# The drive for speed: how the customer always wins

Everybody, from airline to forwarder to shipper, agrees that anything that will help speed up shipments by air and help the final customer is well worth trying. But will the current trials at Heathrow and Gatwick help to reestablish London as Europe's top air cargo gateway?



XP express parcels operates this Fokker F-27 out of Luton airport each night for Maastricht, Holland, its clearing centre for overnight delivery to 2,000 towns and cities within Europe.

Most of the customers who use air freight are happy with the results they get. Processing at each end of the route could be improved and only a few weeks ago the British Airports Authority said it would allow trucking of cargo at Heathrow and Gatwick airports without charge for a trial of 12 months as part of its continuing drive to help the air freighting community reestablish London as Europe's top air cargo gateway.

Ian Robinson, BAA's cargo manager, said: "We have agreed to the trial to establish the validity of claims that the more liberal attitude to trucking on

the Continent has helped the penetration of the United Kingdom, marked by foreign operators and contributed to London's relative decline compared with European airports.

It will give the whole industry the greater flexibility it had demanded which, combined with our superior range of forwarders, frequencies, destinations, facilities and services will be to the benefit of everybody."

Brave words, indeed, but a sign that everybody from airline to forwarder to shipper is in agreement that anything that will help to speed up shipments

by air and help the final customer is worth trying.

One customer who says he is happy with airfreight and his forwarder, Kuehne & Nagel Air Cargo, is Jack Pinkerton, distribution manager for Dunhill. A great believer in airfreight he spends about £2m a year on airfreighting valuable goods.

"To get good results," he told me, "all customers should work closely with their forwarders. Our biggest problem is in the transhipment areas where pilferage could occur, so we prefer direct flights to cut down possible losses."

Pinkerton added: "Airfreight spends a lot of time on the

way we want our goods to go and we agree on a routing. We send about £50m worth of valuable goods around the world every year and we are all for such things as computers that tell us exactly where our goods are at any given moment."

Dunhill choose the route because if, for any reason, the goods are not delivered to the consignee and have to come back to London, Dunhill will pay the freightage rather than leave the goods laying about while others argue as to who should pay.

Pinkerton added: "Airfreight

ground and that is where valuable goods are highly susceptible to pilferage. We must cut down that time so, for us, the first non-stop plane out is the carrier we want. K & N Air Cargo accept this and work closely with us."

The introduction of high-technology by leading airfreight companies has done much to improve overall services for shippers whether they are the Pioneers of this world or smaller companies with less valuable goods.

Emery Worldwide, for instance, has been working for some time towards a paperless airfreight industry and Chris

## Origin and destination of cargo traffic 1983/84 (thou. tonnes)

(Percentage change over previous year in brackets)

| Airport                    | Domestic      | Europe         | Africa          | Asia           | North America   | Central & South America | Total           |
|----------------------------|---------------|----------------|-----------------|----------------|-----------------|-------------------------|-----------------|
| Heathrow                   | 5.3<br>(15.2) | 155.8<br>(6.2) | 36.3<br>(15.6)  | 139.3<br>(7.5) | 139.8<br>(10.5) | 10.8<br>(50.3)          | 497.4<br>(9.4)  |
| Gatwick                    | 7.1<br>(2.7)  | 111.2<br>(2.8) | 31.5<br>(-8.4)  | 28.6<br>(3.5)  | 32.6<br>(3.2)   | 4.6<br>(4.5)            | 115.6<br>(1.2)  |
| Stansted                   | 0.9<br>(14.3) | 2.6<br>(36.1)  | 10.0<br>(408.9) | 1.3<br>(-1)    | 1.6<br>(51.0)   | 0.1<br>(-38.3)          | 18.5<br>(-19.3) |
| Total: South East Airports | 13.3<br>(4.7) | 169.5<br>(6.4) | 77.8<br>(14.7)  | 169.2<br>(3.2) | 176.0<br>(10.2) | 15.8<br>(36.6)          | 821.5<br>(9.5)  |
| Glasgow                    | 2.2<br>(14.5) | 54.4<br>(-4.4) | -               | -              | -               | -                       | 12.6<br>(9.7)   |
| Edinburgh                  | 0.7<br>(5.4)  | 0.1<br>(-1)    | -               | -              | -               | -                       | 0.8<br>(-9.2)   |
| Prestwick                  | 1.2<br>(20.2) | 0.8<br>(-39.8) | (-)             | (-)            | (-)             | (-)                     | 9.3<br>(-17.7)  |
| Aberdeen                   | 7.1<br>(2.0)  | 0.8<br>(1.9)   | (-)             | (-)            | (-)             | (-)                     | 7.9<br>(-2.0)   |
| Total: Scottish Airports   | 16.2<br>(5.2) | 7.2<br>(-6.5)  | (-)             | (-)            | 7.2<br>(-13.2)  | (-)                     | 30.6<br>(-2.9)  |
| Total: British Airports    | 29.5<br>(5.0) | 176.8<br>(5.8) | 77.8<br>(14.7)  | 169.2<br>(3.2) | 183.2<br>(8.0)  | 15.8<br>(36.6)          | 852.1<br>(8.9)  |

Source: British Airports Authority

Buckerfield, director of Emery's northern European business sector, told me: "We realised some time ago that a price war would never win customers; what they want is service, reliability and dependability. In our efforts to cut out paperwork, we will interface with a customer's own order-processing system, linking the customer's computer to our own EMCON computer network."

Emery's ability to interface with a shipper's order-processing system gives it the facility to track and trace the shipment of materials from door-to-door.

The ability to telex fax presentation of advance of shipment allows the pre-presentation of Customs entry while the goods are in transit.

Buckerfield added: "Some airlines have tried to introduce their own door-to-door delivery service but the wisdom of this has been questioned even by other airlines. The airlines' job is to move goods from airport to airport and should not be concerned with a door-to-door service."

It is the sophisticated forwarder who has the experience, communications, ground staff and vehicles to provide such a service. It would not be in the airlines' interest to do this as it would put them in direct conflict with the forwarders — their major customers."

Emery has its own off-airport bonded warehouse facilities on the Hazlemere estate, about three miles from Heathrow, which has helped to ease the goods and traffic congestion at the airport.

The company was a pioneer in getting Customs approval for the off-airport facility which has helped to reduce clearance times by as much as 24 hours. Emery is allowed to recover its own multi-shipment container from an airline and move it to its own bonded warehouse.

Emery's ability to interface with a shipper's order-processing system gives it the facility to track and trace the shipment of materials from door-to-door.

One problem many shippers have is with Customs. Some countries' Customs are better than others, of course. Hans-Detlev Nasse, cargo manager, north Germany, for British Airways, said in Hamburg: "All our airports have Customs officers who are most accommodating within the rules and regulations. If a cargo consignment, for example, goes to the wrong destination, they will clear it to the final right destination without any red tape."

## More flexible in dealings

"The Customs would do off their own bat without any further paperwork. They are most cooperative and flexible and have a proper understanding of the needs of the German economy and the traders with whom they deal."

Would that that was true here was the consensus of opinion at Heathrow and Gatwick. Most airfreight personnel believe that Customs could be much better and far more flexible in their dealings with both imports and exports. A little give and take instead of a rigid, non-smiling adherer to the rules.

But these pinpricks apart, the industry is moving forward to help itself and its customers with airports doing all they can to join in — after all, they are the likely winners if airfreight tonnages rise.

Amsterdam airport, for example, has commissioned a centralized air cargo data communication system called Cargonaut to speed up the paperwork involved with airfreight shipments through Schiphol. It is being developed phase by phase in close cooperation with KLM, the Dutch Customs and the Association of Foreign Airlines in the Netherlands (AFRA) as well as the ground handling companies and freight forwarders at the airport.

Through the system, the forwarders will be able to obtain, via the screen of their own computer system, status information about their consignments handled by KLM. Cargonaut is the system of other companies, direct or via SITA, the worldwide communications network of the airlines. It will also be possible for consignments carried by other airlines to take advantage.

## Cutting down paperwork

Freight status information is only one of 20 or so functions that Cargonaut will perform. These functions will be phased in gradually as a result of which, it is claimed, the administrative handling and monitoring of airfreight shipments via Schiphol will be virtually paperless.

The industry is working towards as ideal a state as possible so that all sectors, not least the customer, can benefit. The forwarding business is truly one of the few large industries left where service to the customer is a byword. If all goes according to plan, the airfreight customer of the future will be a "most happy fellow."

Mark Store

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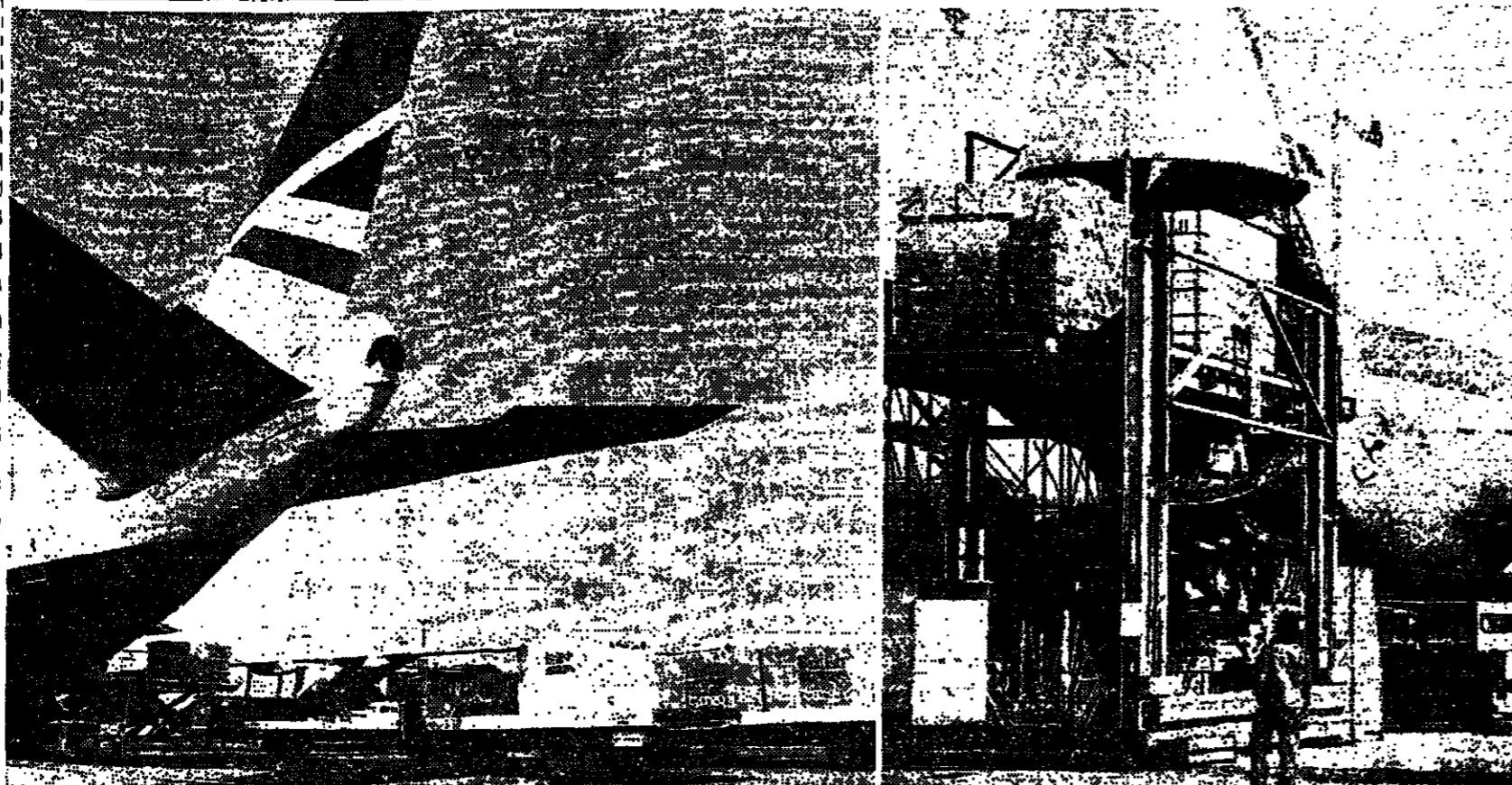
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## TOP TWENTY IATA FORWARDERS

| Company           | Turnover 1983 (£m) | Forwarders 1983 | Leisure 1983 |
|-------------------|--------------------|-----------------|--------------|
| Pandair           | 18,185             | +2.0            | 2            |
| Jardine Air Cargo | 17,738             | +1.8            | 2            |
| Mercury           | 17,660             | +3.2            | 3            |
| AEI               | 12,555             | +1.8            | 4            |
| Higgs             | 11,765             | +1.1            | 5            |
| Lep Air           | 11,242             | +1.1            | 6            |
| Meadows           | 10,297             | +1.0            | 7            |
| Atlassair         | 9,011              | +1.1            | 8            |
| MSAS              | 8,715              | +1.1            | 9            |
| Kuehne & Nagel    | 8,703              | +1.1            | 10           |
| Forwardair        | 7,663              | +1.1            | 11           |
| Mitchell Cotts    | 7,141              | +1.1            | 12           |
| Emery             | 7,007              | +1.1            | 13           |
| Transglobal       | 4,575              | +1.1            | 14           |
| Hill & Delainain  | 4,393              | +1.3            | 15           |
| DHL               | 4,353              | +1.7            | 16           |
| Alltransport      | 4,005              | +1.3            | 17           |
| Turners           | 3,911              | +1.1            | 18           |
| LAS               | 3,683              | +7.9            | 19           |
| Kingsley          | 3,540              | +5.2            | 20           |

Source: Air Cargo News



British Airways (left) is a leader in the business of carrying passengers and freight in the same aircraft. | Lufthansa's Boeing 747F is typical of the alternative use of all-freighter aircraft.

## Which freight is the most freight?

All-freighter v part-freighter? Every major airline in the world has a strong view in this debate which continues to reverberate around the air transport industry, and which has been given an extra edge by the recent upsurge in business in the cargo sector.

One of the leaders of the part-freighter school of thought is British Airways. During its retrenchment over the past three years it sold its fleet of pure freighters, including a Boeing 747F capable of hauling 100 tonnes at a time, and now carries over a quarter of a million tonnes, worth over £200m, each year in the underfloor holds of its passenger airliners.

By filling these holds to absolute capacity through the use of new containers which reach into corners which used to remain empty, and by other devices including the strengthening of the undercarriages of some of its aircraft so that they can carry more weight, BA now lifts more freight each year than when it had the 747 and three all-cargo Boeing 707s.

The ex-British Airways 747F now operates in the colours of Cathay Pacific which flies it twice each week between London and Hong Kong, via Abu Dhabi, and three times each week from Hong Kong to Kaohsiung and Tokyo, returning to its base in Hong Kong by way of Taipei.

Cathay signed in 1981 an agreement with Lufthansa German Airlines, also

an operator of the Boeing 747F, for a joint freighter service between Frankfurt and the Far East. Among the cargo carried is racehorses from Britain for the Royal Hong Kong Jockey Club, pigs to Japan, and high-technology electronics from Hong Kong for the rest of the world.

The major problem which confronts airlines with large-capacity all-freight aircraft is satisfying their voracious appetites for cargo. As can be seen from the Cathay Pacific schedule, the productivity of the 747F is enormous, but they must have a large load on each flight if they are to pay.

Airliners carrying passengers, on the other hand, have already had most of their operating costs met by the air fares of those sitting in them before they take off, and revenue that accrues from cargo is a bonus.

A compromise being adopted by an increasing number of airlines is the combi, or combination airliner, where in addition to the underfloor holds, cargo can be stored on the main deck to the rear of the passenger cabins, and in which the areas allocated to each type of traffic can be varied according to the proportions of people and parcels wanting to fly. KLM and Swissair are among the European airlines which have embraced the combi concept.

But although large freighter aircraft are relatively rare in Europe, they are a common sight in the liveries of the big United States operators like American Airlines, Northwest Orient, and Flying

Tigers, which has an all-freighter fleet of 32 aircraft - B747Fs, McDonnell Douglas DC-8s, and Boeing 727s.

Flying Tigers claims that it carries more air freight each year than any other International Air Transport Association airline, Japan Air Lines, which has seven Boeing jumbo-jet freighters in its fleet, comes second according to recent figures.

New noise regulations to be introduced in the United States from January next year, and in Europe 12 months later, pose a serious problem for those airlines operating ex-passenger airliners like the Boeing 707 and the DC-8 as freighters, as their old-technology engines will put them outside the rules.

### Quieter, cheaper operations

CFM International, a joint company between General Electric of the US, and Snecma of France, is offering CFM56 engines for retro-fitting to the DC-8, and the first operators of these, among them Emery Air Freight, and German Cargo, the Lufthansa all-freight airline subsidiary, report a new lease of life for their aircraft, with not only quieter, but cheaper operations.

Emery, a US cargo airline, said that its first DC-8-73 powered by CFM56s was returning fuel savings of over 20 per cent compared with the same aircraft fitted with its original engines, while its noise measurements are 30 per

cent below the new Federal Aviation Administration requirements.

With the new noise rules on the near horizon, freighters powered by turboprop engines find continuing favour with the airline industry, even though some types are 20 years old and more, with maintenance costs which are escalating because of their age.

Elair International, a company specialising in the door-to-door delivery of freight overnight between Britain, Ireland, and the Benelux countries, recently introduced its own Argosy freighter, to join a Dart Herald, and a Merchantman (formerly called the Vanguard), both formerly passenger airliners, while HeavyLift Cargo Airlines successfully operates a fleet of ex-Royal Air Force Belfast freighters to carry heavy and awkward loads, including helicopters, and the disassembled wings and fuselages of small airliners, to remote spots all over the world.

Short Brothers, the Belfast-based aerospace manufacturer, has just sold the Sherpa cargo version of its 330 commuter airliner to the United States Air Force, which wants it for carrying spare engines for its fighters around air bases in Europe, in a deal which could eventually be worth £460m.

Could this be the true replacement in the freight-carrying business for the Douglas DC-3 Dakota, much-loved by both airline accountants and pilots, for which civil aviation has been waiting since the end of world war II?

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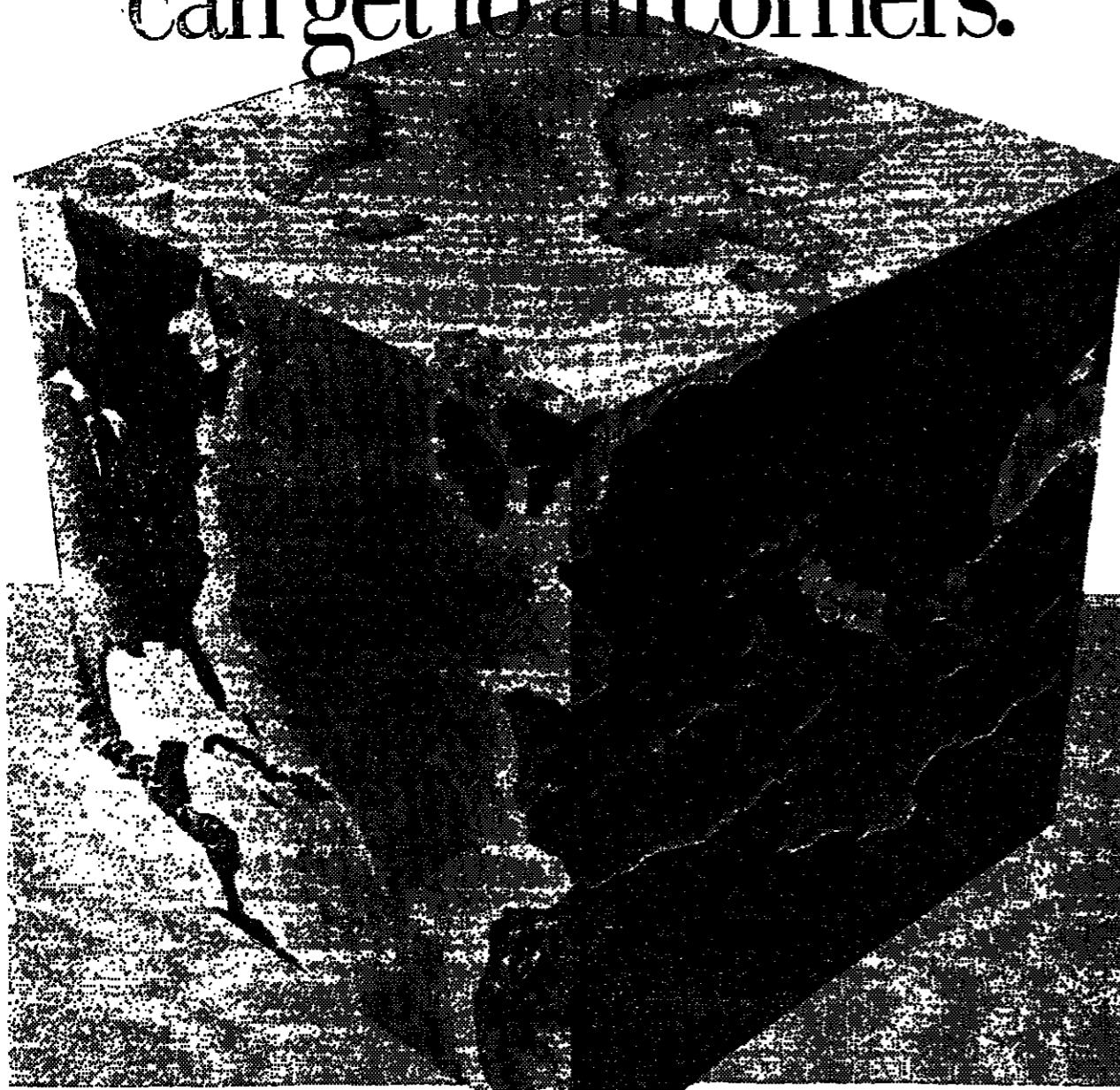
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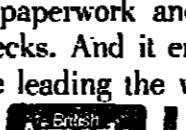
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B  
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King crabs from Alaska, eels from the Far East

## Exotic food on the wing



Changing eating patterns among the public produce big business for the airlines, and particularly those specializing in the carriage of exotic fruits and vegetables, chilled meats, and fresh fish.

Husbands and wives who have fallen out also add to the cargo revenue of the specialists. KLM, the Dutch airline, shipped 3,500 tonnes of blooms from Holland to the United States two years ago. This year the figure is expected to be 7,000 tonnes. Jan Meijne, KLM manager cargo sales development, said: "We are very happy that the Americans are getting used to the idea of bringing home a peace offering after they have had a row."

Such perishable goods as fruit and flowers are natural for air

freight, as the speed of operation is such that they need no special and expensive refrigeration on the journey. European airlines deliver the containers which fit in their airliners' holds directly to the fields and plantations in Africa and the Caribbean in the afternoon, and the following morning the floor of their freight sheds in London, Paris, Frankfurt and Copenhagen are a riot of breadfruit and aubergines, passion fruit and yams.

King crabs arrive very much alive in Europe from Alaska, eels for the table and goldfish for the pet shops from the Far East. British Airways hauls chilled meat from New Zealand for the Middle East, an area where, it seems, virtually every supermarket is entirely stocked by air freight.

British Caledonian Airways says that one of the consistently popular commodities which it takes there from the UK is potato chips by the tonne load. Horses are invertebrate

travellers by air, both to enter races, and for bloodstock purposes. Sheep and cattle shuttle between Texas and France, Australia and Saudi Arabia.

But the goods do not have to be living or perishable to be shipped by the specialists. The aerospace industry provides a good living for some airlines by having damaged aircraft returned in the capacious fuselages of Hercules, Belfasts, and Super Guppies to its factories for repairs, and by shipping newly-produced wings to assembly lines thousands of miles distant for joining up with fuselages - a business which is increasing as international manufacturing programmes become more common.

The exchange of items of equipment peculiar to the oil exploration industry in the southern states of the US, the North Sea, by way of Aberdeen, and the Middle East, keeps British Caledonian busy, while almost every one of the world's big airlines shuttles parts for ships stranded by breakdowns about the world.

Mercury Airfreight International, a British cargo agent, has a division working exclusively for the publishing industry and which, in the past 12 months, has shipped 4,000 tonnes of books and magazines throughout the world, much of it by air. The company consolidates all books and magazines going to the same destination into one bulk load, and is able to give customers preferential rates. Mercury also has a subsidiary specializing in flying newspapers overseas.

Kingsley Aviation Services specialises in a service between Britain and the Arab countries for publishing and mail-order houses, claiming that it is able to rival the speed of the British Post Office, while halving the cost of courier services, through a combination of its air-freighting expertise, its purchasing power with the international airlines, and its long-standing relationships with the Arab postal departments.

Pandair, one of a number of British companies concentrating on the small parcels air-freight business, recently expanded its "door-to-door" service, and added destinations to bring the total world-wide to 40. At the same time, rates on some routes were reduced. To Dubai, the minimum charge for a consignment came down from £80 to £55, and to the US from £55 to £49. Rates cover collection in the UK, export documentation, carriage, import clearance, and delivery to consignee.

AR



Moving animals by air: Above, cattle being herded onto a plane at Gatwick, and left, horses have a feed before flying to New York from Schipol airport

## The fast parcel service revolution

The spectacular growth of the express parcels business in the last decade is firmly rooted in the failure of airlines to adapt their cargo carrying strategies to the needs of a changing market.

Prohibitive minimum freight rates, a conspicuous neglect of short-haul markets by both carriers and freight forwarders and the notorious Customs clearance bottlenecks at major airports have provided the perfect breeding ground for what has become the air transport world's fastest growing industry.

Express operators were not slow to capitalise on the fact that while airfreight shipments could be sped from point to point in a matter of hours, they frequently spent days on end at their destination airport simply awaiting clearance.

The time was clearly ripe for a new brand of service catering exclusively for the small, urgent side of the business.

Growth of the overnight parcels business has been twofold. Express van services have swallowed up much of the weightier end of the market, while air courier groups have creamed off the lightweight and longer haul traffic. Both industries have inflicted considerable dents on traditional airline freight flows and - albeit late in the day - prompted air carriers themselves to kick back with their own express package products. The latter, it must be said, have met with decidedly mixed success.

Simplicity is the prime factor diverting small airfreight shipments into the arms of the fast parcel specialists.

Services are invariably sold on a door-to-door basis, which dispenses with the need for time-consuming collection and dropping-off of goods by customers. This sharply reduces the number of links in the transport chain, making queries easier to process and enhancing customer control.

By quoting an all-in rate for the job, the parcels or courier specialist also takes the guesswork out of the final settle-up. Uncomplicated tariffs enable users to virtually calculate their bills before a package even leaves their desk top.

Evidence of the success of this two-pronged assault on airline cargo business can be clearly seen in the fall-off of short-haul airfreight caravans in Europe. Data gathered by British Airways last year showed that while goods being ferried to Britain's prime continental export markets of France, Germany and Italy were swelling at an annual rate of 15 per cent or more, airfreight movements to the three countries from Britain were actually shrinking each year by between 5 and 12 per cent.

Much of this paradox, BA acknowledged, lay in airfreight's inbuilt inefficiency, since shipments spent on average more than 90 per cent of their total transit time simply sitting on the ground.

The fast parcels revolution has resulted in a vast array of service options for shippers of small, time-sensitive freight. Companies cramming the bandwagon range from air couriers specialising in the straightforward carriage of documents to forwarders carrying all types of dutiables with no upper weight limit.

Airlines, too, have been keen to seize their own slice of the express package business - witness the launch of TWA's Next Flight On programme, Lufthansa's C+D (Collect and Deliver) service, British Airways' Speedbird Express and Swissair's Spex.

Hamstringing by bilateral agreements, however, air carriers

have not only lacked the freedom to build up extensive door-to-door networks but face marked resistance from freight agents - their biggest customers.

The latter have been far from cock-a-hoop at what they view as airline encroachment on their own business territories and an attempt to fudge traditional roles.

Pioneers of the now highly lucrative fast parcels industry are without doubt the Americans, where Memphis-based Federal Express International, now putting down roots in Europe, is generally viewed as the grand-daddy of the field. DHL International remains king pin of the global air courier world.

Britain's well developed overnight business still looks over-mighty but is being dwarfed against its US counterpart. New Jersey-based group Purolator Inc, for instance, uses more than 100 charter and owned aircraft and is building a new Indianapolis sorting hub where up to 125,000 packages will be processed each night.

Emery Worldwide's operation is similarly awesome. The US group operates a fleet of nearly 70 cargo aircraft and provides next-day delivery of documents and parcels to 36,000 North American communities. It is planning a \$20m

Growth of the overnight parcels business has been twofold. Express van services have swallowed up much of the weightier end of the market, while air courier groups have creamed off the lightweight and longer haul traffic.

extension to its Dayton, Ohio Superhub and is already able to sort urgent envelopes at a rate of 10,000 per hour. Both giant US concerns now run a sophisticated UK operation.

By-passing airport Customs clearance bottlenecks has been a major key to the success of the package specialists. Van carriers have established their own congestion-free clearance points in Europe while use of on-board escorts enables the air couriers to send sacks of packages by air as passenger-accompanied baggage.

The bags thus merely transit passenger arrival halls without being siphoned off to delay-prone air cargo terminals on touchdown.

But if the courier industry has won eager custom from the international business circuit, it has failed to draw applause from many of the airports now choked with its traffic. With 40 or more sacksful of goods often weighing as many kilos - disgorged from single B747 flight, numerous major airports are now keen to rid passenger transit areas of what they now view as a major nuisance.

HM Customs' dismay at growing early morning chaos at Heathrow Airport's terminal 3 was a prime factor behind last year's opening of the airport's now highly successful courier traffic clearance station, to which all incoming business has now been diverted. More than 400 bags a day are now being pumped through the 500,000 sq ft centre, jointly owned by a dozen courier concerns.

Facilities for the handling of outbound courier traffic - sure to help relieve congestion at airline check-in desks - should be operational early next year.

Initially hesitant to back the scheme, courier companies themselves - who pay a monthly flat fee together with a small levy per bag at

Continued on page 20

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X cargo  
Business

## FLYING FREIGHT

How Datapost is picking up the courier honours

## Flying fast with the Post Office

Users of Britain's now dazzling array of air courier services could hardly be blamed for assuming that the prime factors behind the heady growth of this still adolescent industry have been the shortcomings of that much criticized institution the Post Office.

Recent televised demonstrations that coach-and-horse teams could deliver the nation's mail faster than the PO's now automation-drenched network have done little to enhance public confidence in the organization's sprouting capabilities.

If first-class letters can take days to reach their recipients who, after all, would choose to entrust the Post Office with top-priority business papers?

Decidedly unmoved by the jibes, Post Office officials are swift to bellow back that far from snatching away their business by the sackful, courier companies have simply been cashing in on a concept which they - the PO - thought first.

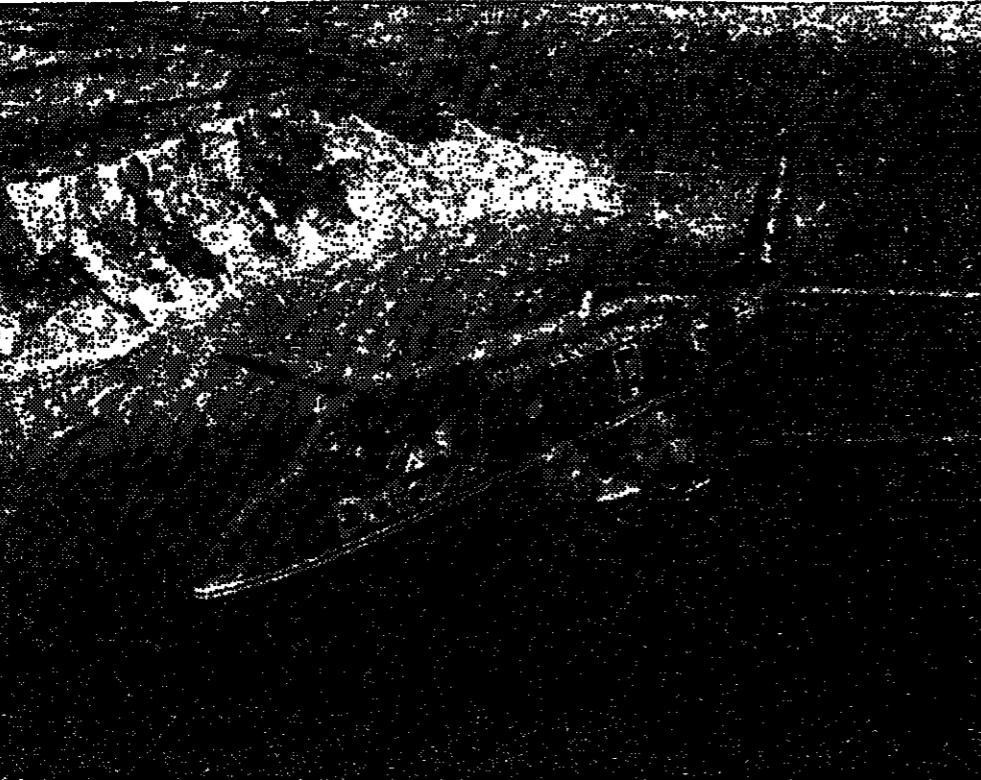
The rapid blossoming of international courier traffic has they insist, benefited their own coffers as much as anyone's. And, thanks very much, that the PO's prized premium service Datapost has been acclaimed by users as one of the best in the book.

Operational domestically since 1971 and internationally since 1975 (long before some courier business newcomers had even dipped their toes in the water), Datapost offers both same-day and overnight delivery of documents and goods within the UK and delivery overseas to some 53 countries within 24 to 72 hours.

Packages travel separately from everyday mail, are signed for on delivery and - in the UK - travel on board specially designated light aircraft.

While until last year infrequent users were obliged to hand packages in at one of 2,500 larger British Post offices, demand for a built-in collection service prompted the PO both to expand its number of drop-off points and to provide users with a phone-in facility to book - for a modest surcharge - pickup vans.

A dozen so-called Datapost service centres are now in existence with a London facility due to come on stream shortly. The capital's existing Express Post same-day motorcycle messenger service will then be



merged under the Datapost umbrella.

Datapost's growth has accelerated rapidly since it was first tested in international waters nine years ago. Reaching 19 foreign countries in 1981, it now serves 53 with more names in the pipeline. Added to the network last month was Saudi Arabia, a country which several notable air courier groups have tried to break into without success. Barbados, Pakistan and Sri Lanka are among points to be added shortly.

Datapost's overseas links utilize the reciprocal services of postal organisations abroad. And herein, as the Post Office's premium services marketing manager John Payne admits, lie both the service's strengths and weaknesses. Although offering an almost unparalleled delivery network in each of their home markets, some of the PO's overseas counterparts, as Mr Payne concedes, have a far from glittering track record when it comes to delivery.

"We are of course free to pick a private contractor if we so choose," he points out.

Mr Payne regards Datapost as one of the Post Office's still most dynamic potential growth areas. He disagrees with the view that the service's main rivals owe their own extensive business to PO shortcomings, and believes the express indus-

## CARGO AND MAIL CARRIED 1983/84 (TONNES)

| Airport      | Percentage change over previous year in brackets |                              |             |
|--------------|--|------------------------------|-------------|
|              | Scheduled Services                               | Cargo Non-scheduled Services | Mail Total  |
| Heathrow     | 486,408  | 994                          | 497,402     |
| Gatwick      | 100,585  | 15,078                       | 115,643     |
| Stansted     | 2,812  | 15,669                       | 16,481      |
| Glasgow      | 7,244  | 5,381                        | 12,625      |
| Edinburgh    | 713  | 69                           | 785         |
| Prestwick    | 8,521  | 780                          | 9,301       |
| Aberdeen     | 2,931  | 4,973                        | 7,904       |
| BAA Airports | 609,194  | 42,944                       | 652,138     |
|              |  |                              | (8.9) (8.2) |
|              |  |                              | 93,661      |

Source: British Airports Authority

try as a whole owes a good deal more to the advent of high interest rates and the expense of holding large stocks, persuading more firms to shell out for premium freight services as and when required. Datapost's carrying now equal those handled by most of the world's top five air courier groups.

Post Office efforts to keep abreast of market changes can also be seen in the launch of its Intelpost facility, a high-speed

facsimile service which transmits papers, plans and line drawings around the world in a few minutes. Goods too weighty for both parcel-post and Datapost options can now be shipped by the PO's Argonaut service - its latest bid to capture a sector of the freight market as yet untapped.

Marion Cotter  
British Shipper magazine

## The build-up of the parcels service

Continued from page 19

the Heathrow centre - now seem well pleased with its performance.

The building 139 station houses Customs officers, a handful of clearance agents and a coffee machine around which bleary-eyed couriers cluster to shake off their overnight jet lag.

The Heathrow centre has now inspired considerable interest from overseas. A similar station is expected to open soon at Brussels, while Amsterdam's Schiphol Airport is to provide a fully equipped 400 square metre facility for its own blossoming courier throughout this month.

Meanwhile, airport executives from points as diverse as New York, Dublin and Brazil are known to be actively examining the concept.

Even the most astute crystal ball gazer would be hard pushed to predict just which way the giant courier wagon will now veer to sustain its till-now breathless momentum. Several UK concerns - the Securicor and David Martin groups being prime examples - now doveral use of scheduled flights with the operation of small light aircraft to ferry traffic between key provincial stations and their UK and Continental hubs.

## Service and price can vary wildly

Relations are meanwhile fast improving between courier groups and the airlines themselves - once transparently uncertain whether to treat the infant newcomers as poachers of their own rightful traffic or generators of valuable new business.

Service levels and price can of course vary wildly when it comes to picking a fast parcels product. Clear-headed shopping around is essential to wade through the wide range of speed and service options now on the market.

Vital to note is that while parcels and courier specialists may indeed boast overnight delivery, by no means all of them guarantee it. Checking the smallprint, as many hapless first-time users can vouch, is a must.

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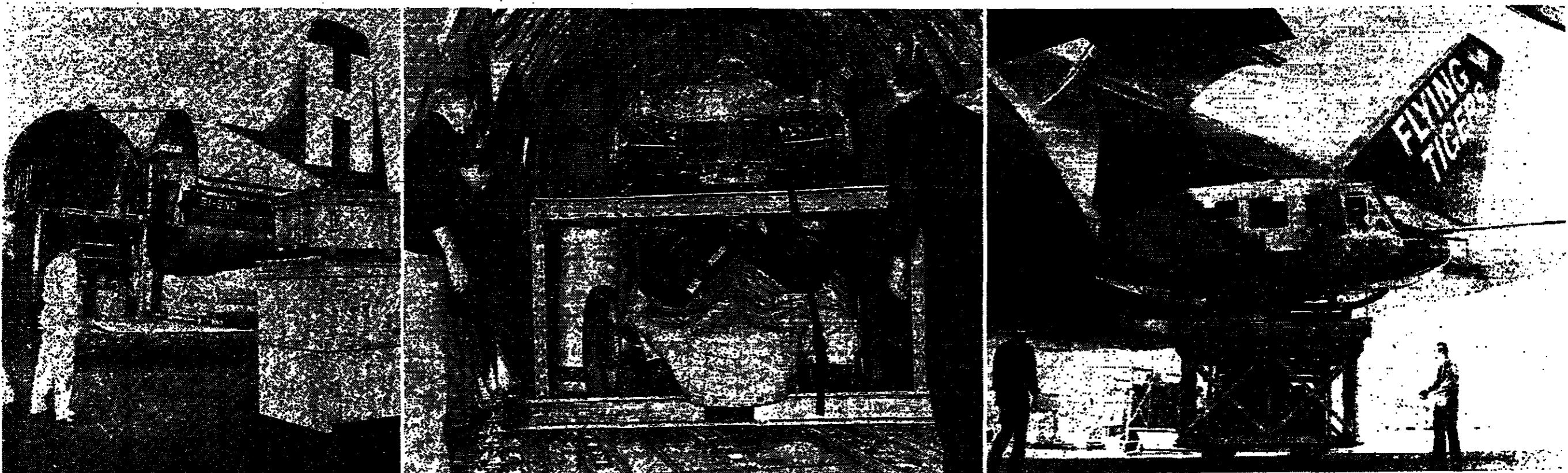
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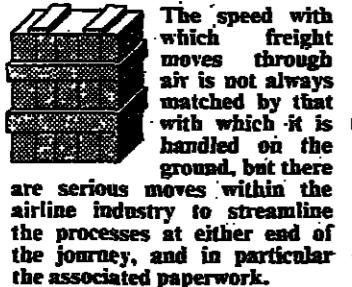
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## Man and robot working in harmony



The speed with which freight moves through air is not always matched by that with which it is handled on the ground, but there are serious moves within the airline industry to streamline the processes at either end of the journey, and in particular the associated paperwork.

Airlines have widely differing views on the methods by which cargo should be moved about their warehouses, stacked, retrieved, and containerized. In areas of the world where labour is cheap, a minimum of automation is to be found. In the developed world, a few companies have invested multi-millions of pounds to automate their entire warehousing systems.

In most of the bigger airlines there is to be found a combination of the old and the new, with fork lift trucks driven by humans connecting up with robots which fetch and carry goods from stacks as high as a three-storey house, and being instructed by a computer's memory which consignment is where.

Many airlines have slowed their progress towards a higher level of automation because of

memories of the confusion into which others were thrown a decade ago when they tried to go too far, too fast with an earlier generation of automatic handling.

Most airline cargo managers believe now that there will always be an element of human handling in warehouses, and that the real advances in computerization will be applied in stemming the avalanches of

forms which are inseparable with this sector of their business, for logging cargo for loading, and for tracking it once it is airborne.

The incentive for such automation is coming increasingly from Customs authorities, and "community" systems, under which all airlines, shippers and consignees, agents, brokers, and Customs offices, are on the same computer network at a particular airport, are finding growing favour.

One of the earliest such systems was introduced at Heathrow airport under the code name LACES, and has been updated in recent years so that it is now among the most advanced in the world.

## Discounting: is there a case for cutting rates?

Discounting of airfreight rates is a fact of life that everybody accepts — everybody, that is, except the airfreight industry. No airline official will admit that his airline is discounting the rates but will point to all the others that do.

There is, however, one carrier that will not offer any discounts or do it at all of any sort. That is Flying Tigers, which says that the published International Air Transport Association (Iata) guidelines are followed. Indeed, as Michael Braund, cargo manager, says: "If you pay peanuts you must expect someone to monkey about with your freight." Braund would like to see the rates go up because he believes current rates are not economical.

Ron Needham, sales director of Tradewinds Airways, another all-cargo airline, would also like to see the rates go up and predicts that by October 1 all airfreight rates will rise by about 10 per cent although he balances this out by admitting that it cannot happen on all routes for economical and trading reasons.

"The North American route cannot stand an increase but by October I think it will have to go up even if not by the 10 per cent. Of course, airlines give discounts to their best customers and some give as much as an over-riding 10 per cent on top of any other incentives for volume business."

A consolidator may charge his own customer £1 for a kilo of freight but only pay a carrier 60p or 80p for bulk usage and then get a discount on top of that.

Ray Ratnage, manager, project development, Atlasair, said: "There are different ways of doing contracts. If an airline wants to give a cheaper rate for bulk it seems in order to most of us. Some airlines say openly that a customer can have a 10 per cent discount if it has so many hundreds of tons but the 10 per cent is lost if the customer does not reach the agreed tonnage. I don't think there are so many deals about at the moment as they have been cleaned up by lack of capacity. It is impossible to get space, say to Australia and therefore there is no call to give a discount."

"Air has told airlines they must not discount the rates but like all cartels it made one vital mistake. All airlines should have a basic rate that would pay them to carry freight. The official rate to New York for 500 kilos is a minimum of £39 — but for different weights there are different rates — £2.06 a kilo for under 100 kilos, £1.30 for more than 100, 78p for more than 300 kilos and 61p for more than 500 kilos. Most traffic is consolidated but it is shipped according to the Atlasair tariff. Shippers and customers are not fools and today they are shopping around to

find keen rates for their merchandise."

Ratnage echoed what a lot of other airfreight personnel said — most shippers and customers today want service first. A rate is important but service and predictability are all important. The sooner goods get to destination, the sooner a company can get its cheque from its customer.

And if you fly the flag, Ray Grainger, cargo marketing manager, British Airways, will tell you there is an upward

**If you pay peanuts, you must expect someone to monkey around with your freight . . .**

movement on the rates. "Rates have generally increased over the past year or so but because of the demands for space to Australia, South Africa, Japan and Hong Kong, there are some substantial rate increases on the way."

He doesn't agree with Ron Needham that these increases will go as high as 10 per cent and feels there is an important move back to the official tariff rates on an increasing number of routes.

He added: "One must look at all markets in isolation to see if one can increase rates. It cannot be done with a stroke of the pen across the board. The only reason for discounts and incentives is the vast amount of excess capacity."

As one industry insider put it (almost with a nudge, nudge): "There are so many different ways of doing contracts."

David Brookbank, cargo supremo for British Caledonian, commented: "We are always trying to get filed rates down to market levels. We are in a volatile business, more so today than ever before, and I would like to see a stabilized rate form for all cargo". One attempt is the Freight All Kinds (FAK) rates — this is a uniform airfreight scale applied to a number of commodities as opposed to Specific Commodity Rate (SCR) applying to one commodity alone. The goods under this specification can range from human remains in coffins to cold-blooded animals, from valuable cargo to newspapers, magazines and books.

One could not call the rates situation an August stable but most participants would like to see the situation cleaned up. Although there are some who say that this would stifle competition. You cannot please all the people . . .

Mark Stone

Other Customs authorities at other international airports have not been so farsighted and continue to try to deal individually with the widely-varying paperwork systems of different airlines and their customers. As a result, dwell times, the period during which air freight occupies valuable warehouse space at airports awaiting clearance — are lengthened, costs rise, and relations between airlines, their

customers, and the authorities deteriorate.

Peter Cleave, senior director of traffic services of the International Air Transport Association, said: "While there are some very progressive and cooperative Customs authorities, not all appear to appreciate the needs of the air cargo community. It is hoped that further negotiations will help Customs realize that the

air mode is not an offshoot of the steamship trade, and consequently consider giving the same facilities of rapid clearance that they give to, say, cross-border trucking."

Forward-looking airport authorities are also initiating community cargo systems — at New York, Miami, Hong Kong and Singapore, for instance.

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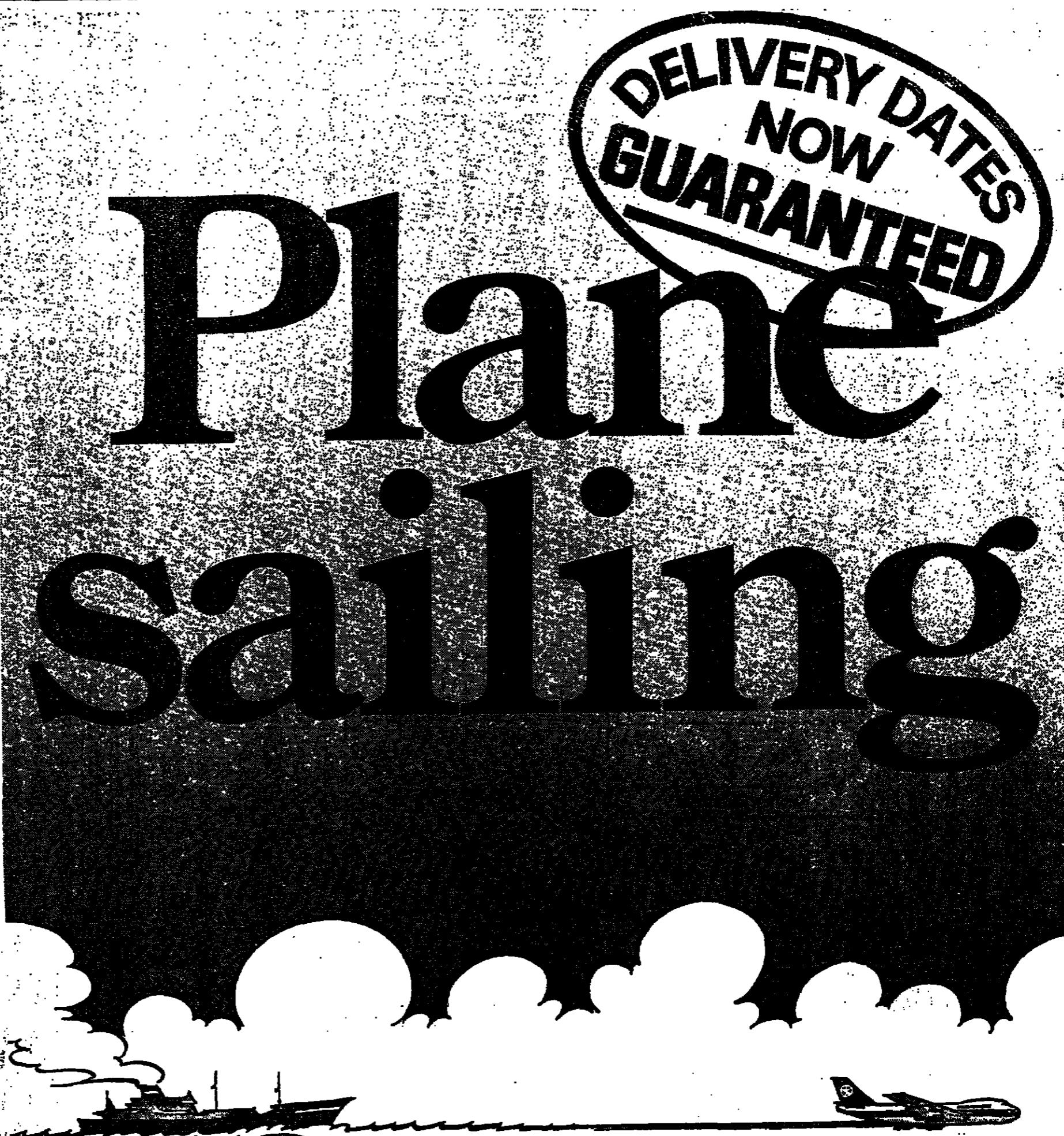
The introduction of each system will cost not less than £8m, and the airlines have to meet this cost over a period of years.

The new systems make many of their existing individual systems obsolete, and some airlines have doubts over whether the benefits of being in the community will outweigh the costs of membership.

and expensive duplication of information".

The first five forwarders at the airport have been connected through the system, which is called Cargonet, with KLM's air-freight computer from which they are able to gain information on the whereabouts of individual freight consignments.

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THE TIMES

FINANCE AND INDUSTRY  
Executive Editor Kenneth Fleet

## Sterling steers P&amp;O into calmer waters

There were faint hearts in P&O when Mr Jeffrey Sterling was made chairman last year and there will no doubt be some faint praise for him in the same corridor today. The plain fact is that the first task for which he was appointed, namely to thwart the takeover ambitions of Trafalgar House, has been accomplished, honourably and with not a little professional skill. It is a rare achievement.

Furthermore, in an arena where only winners are hailed by the crowd, he has established a new track record (his slow rehabilitation of the stricken Town & City had already earned him one reputation among banks and the City's investment institutions) which should earn him the respect and support of P&O management and shareholder alike. He is capable of turning such a valuable asset to good account. P&O still has problems as well as opportunities: the shipping is not obviously a growth business, especially in the middle of a dock strike.

With the sale to Sterling Guarantee Trust (SGT), the name which Town & City now bears, of Trafalgar's 1.1 million shares (7.08 per cent of P&O's equity), P&O moves out of the period of crisis management. As long as Trafalgar was breathing down its neck, the P&O board would feel threatened and liable therefore to be less than totally objective in its tactical and strategic decisions.

When the question whether to merge SGT with P & O comes up, as in due course it is inevitable will, it can be answered in a more neutral light than it might have been had it been posed in the heat of a takeover battle. After additional purchases in the market yesterday, SGT now has 14.9 per cent of P & O. Both companies are in capital intensive areas and Bovis, which is part of P & O, forms a natural link with a property company on the Trafalgar model. The sharp point is that Mr Sterling, freed of Trafalgar's immediate attentions has a variety of options open to him and he would judge a merger of P & O and SGT according to the long-term interests of both sets of shareholders.

He would also bring the same disciplined approach to talks that are likely to take place, later perhaps rather than sooner, between P & O and Trafalgar on possible ways and means of collaborating

Trafalgar House 'set to sell P&O stake'

By David Park

From the Times yesterday

to improve the fortunes of their shipping fleets. Such collaborations, diplomatically foreshadowed in yesterday's statements from both companies, is not new. Unified management of their cruise fleets was actively discussed in the early 1970s when it proved too elusive a concept, partly because of P & O's insistence that the QE2 was less a cruise ship, more an Atlantic ferry. More to the point, the P & O management at that time was like cheese to Trafalgar's chalk; in taste and style they would have been impossible to mix.

That is no longer the case, though it would be foolish not to recognize traces of the "old" P&O management in the new regime. It is worth noting that Sir Nigel Brookes, Trafalgar's chairman, not merely had the grace to congratulate P&O's performance under Mr Sterling, he also conceded that Mr Sterling had tackled P&O's problems and begun to explore its

opportunities in ways he and his Trafalgar colleagues would have done had they succeeded in taking over the company.

The P&O share price stood at 150p when Mr Sterling began his successful defence and although some of its subsequent doubling was due to Trafalgar's continuing interest, P&O has undoubtedly established a new plateau of achievement and expectation. And its balance sheet is a much more seaworthy affair as a result of last week's substantial write-offs.

Trafalgar leaves the field in good order and with a profit of £13.5m - a useful "windfall" as Trafalgar's 1983-84 accounting date approaches.

## When will the coal

## run out?

Shorter days and colder skies are sharpening up City estimates of Britain's coal stocks. A new analysis by Mr Richard Stutely for the stockbroking firm of Laurie, Millbank & Co highlights the critical importance of the great British imponderable - the weather. In Mr Stutely's "best case," the power stations do not run short of coal until October 1985; in his worst, they are in trouble by the end of November, 1984: only 10 weeks from now.

Mr Stutely works from the pattern of coal consumption last year. In September 1983, electricity generation consumed 1.4 million tonnes of coal a week. Greater use of existing oil-burning capacity and new nuclear capacity has cut consumption to only 700 million tonnes a week this September. As winter draws in, and electricity generation is stepped up, a higher proportion will depend on coal: perhaps 1.4 million tonnes a week will be needed by February, compared with 1.9 million last February.

This, however, assumes a normal winter - temperatures at the average of the past 20 years. Assuming, at the same time, that all the coal now being produced (about 700 million tonnes a week) is actually delivered to power stations, produces Mr Stutely's best case, and Mr Scargill's worst - adequate coal supplies for a year ahead, without any need for the Government to move coal from strike-bound pits. But his "most likely case" assumes that, as at present, only about half of the coal being mined is actually delivered; and the weather is slightly worse than average. Then the power stations would need coal stockpiled at strike-bound pits (perhaps by mid-November) because not all power stations stocks are usable or in the right place.

The Central Electricity Generating Board does, Mr Stutely points out, have 3 million tonnes of coal stockpiled in Holland. But even supposing it could draw that in, an early winter would quickly dispose of that. His "worst case" assumes a chilly autumn, and no deliveries of coal from strike-bound or working pits; then stocks fall to dangerous point by December.

If all this is music to Mr Scargill's ears, it also shows the gamble striking miners would be making on the weather, and their control of coal movements. For Mr Stutely's analyses plainly suggest that, even if the winter is slightly worse than usual, there is enough coal above ground and now coming out of it to carry us right through the winter. Only a double freeze - of both temperatures and coal movements - could precipitate an early crisis.

## NEWS IN BRIEF

## Second film chief goes

Mr Alan J. Hirschfield, 47, chairman and chief executive of 20th Century Fox film studios is to resign to pursue investment banking activities in Los Angeles and New York. The announcement, made yesterday, came as a shock to the Hollywood film community. A few days ago, Mr Ron Miller, the head of Disney Studios, resigned.

One observer at 20th Century Fox said the studio had had a series of loss-making films, including the \$20m (£13.7m) box office flop *Rhinosphere*, made under Mr Hirschfield.

Tempus, page 25

BRITISH AEROSPACE has beaten the forecasts it made when it withdrew from merger talks with GEC in July with pretax profits of £56.3m for the half year to June 30 up from £36.5m. Turnover increased from £1.04 billion to £1.076 billion. The interim dividend of 5.25p is in line with the forecast against 3.5p last time.

LONDON MERCHANT SECURITIES, the property and oil group, has reported pretax profits of £13.1m for the year to March 31 against £7.8m last year. Total income increased from £15.8m to £17.8m. A final dividend of 1.25p makes 1.85p for the year against 1.55p last time.

Tempus, page 25

HOME CHARM group increased interim pretax profits to £4.69m from £2.92m on turnover of £77.99m. The dividend was raised to 1p net from 0.75p net.

Tempus, page 25

COMMERCIAL vehicle production in Britain fell to one of its lowest levels for years last month, with just 10,600 units produced, according to Department of Trade and Industry estimates yesterday.

From Bally Morris, Washington

The outlook for debtor nations up to 1987 is surprisingly favourable due to stronger economic performances than among the 19 most heavily indebted nations, according to a new study released yesterday.

Despite the recent rise in interest rates, prospects for debtor nations remain sufficiently strong to conclude that Mexico and Brazil, which have an accumulated total debt of close to \$200 billion, would be able to resume borrowing on financial markets by the 1987 period.

That was the overall conclusion of a comprehensive study of the global debt crisis released in Washington by the Institute for International Economics. It contained revised forecasts by Mr William Cline, a senior fellow, who has released debt projections up to 1987 based on a detailed economic model.

The findings showed that the economic performance of the biggest debtor nations in Latin America and Eastern Europe exceeded all expectations in

1983 and to the end of the second quarter of this year.

This resulted from a stronger-than-expected recovery among industrial countries where growth is now projected, according to the latest estimates by the Organization for Economic Cooperation and Development.

Mexico, for example, which had expected a current account deficit of \$3 billion in 1983, achieved instead a current account surplus of \$5.5 billion, and Venezuela, which had also expected a big deficit, attained a surplus in 1983 of \$5 billion.

The economic adjustments of the most important debtor nations were well ahead of schedule, suggesting that the international debt crisis can be managed successfully, on a case-by-case basis, for the rest of the decade, the study said. The only countries studied which experienced significant deterioration last year were Argentina, Portugal and Peru, it found.

Despite the strong economic performance, however, there remained clouds on the horizon

which could reignite the debt crisis in future years, Mr Cline said.

The most threatening was the rise of political tensions associated with increases in US interest rates.

Mr Cline said the political will continue with economic adjustment programmes was waning in some countries, that reflected not only as a lagged response to severe domestic recessions but also frustration over the upturn in US interest rates in the second quarter.

To counter this trend among Latin American nations and to sustain the gains made over the past year, he recommended the US take strong measures to reduce its deficits.

Official flows of capital to debtor nations be increased by the creation of expanded loan programmes in the world bank and elsewhere.

A reimbursable interest averaging cap, under which payment of future increases in interest rates would be deferred until rates dropped below the initial level or the loan matured.

## Cadbury Schweppes issue sold out for \$95m in US

By Jeremy Warner

Cadbury Schweppes, the confectionery and soft drinks group yesterday placed 60 million of its shares in the United States, bringing plans it first hatched more than six months ago to a successful conclusion.

The issue raised \$95m (£75m) after expenses of £5m.

The group plans to use the money to expand and improve its North American manufacturing operations and to develop its confectionery brands in the US.

Sir Adrian Cadbury, the chairman, has said that the company aims to double its share of the US confectionery market from its present level of about 8 per cent. That would leave Cadbury well below the dominant positions of Mars

placing has had to be repeatedly delayed because of adverse market conditions. But in the end, the success of the operation exceeded the company's best hopes.

Cadbury Schweppes had gone out to the US expecting to place only 40 million of its shares, but demand was such that it was able to issue a full 60 million shares - equal to 12 per cent of its total share capital. That was the maximum number that the company's shareholder had given permission for it to issue.

Cadbury conceded yesterday that the strength of the dollar against the pound had played a large part in the success of the operation.

In June the company had to shelve the share sale because of unsettled markets. Since then the pound has depreciated by 8

per cent against the dollar, making Cadbury shares look cheap to US investors. The shares were parcelled in blocks of 10 and sold in the form of American Depository Receipts at \$17 per ADR. These will be traded on the over-the-counter market operated by Nasdaq. At least 10 investment banks are expected to make a market in the stock.

The company's advisors, Morgan Stanley, Shearson Lehman/American Express, and Kleinwort Benson were able to place the shares without offering a discount on the existing Cadbury Schweppes share price in London. It is usual for a discount to be offered in such a large share placing, but the advisors were able to get the issue away at the dollar equivalent of 134p a share.

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shelve the share sale because of

unsettled markets. Since then

the pound has depreciated by 8

## Baltic buys unit trust

Baltic Leasing, an industrial leasing company which joined the USM in 1982, is going into the unit trust business. It is taking over Chieftain Trust Managers, which has made a loss in the last year, for up to £1.2m. The price is subject to a detailed audit.

## STOCK EXCHANGES

FT-SE 100 Index: 1103.1 up 11.5

FT Index: 858.0 up 10.6

FT Gilt: 80.20 up 0.57

FT All Share: N/A

Bargain: 16.375

Datstream USM Leaders

Index: 101.99 down 0.24

New York: Dow Jones Industrial Average: (latest) 1215.4 up 12.92

Tokyo: Nikkei Dow Jones Index 10,493.10 up 21.57

Hongkong: Closed

Amsterdam: 165.2 up 1.2

Sydney: A0 Index 714.4 up 1.9

Frankfurt: Commerzbank Index 1004.4 up 10.0

Brussels: General Index 160.44 down 0.17

Paris: CAC Index 172.9 down 0.8

## CURRENCIES

## LONDON CLOSE

Sterling: \$1.2770 up 5pts

Index: 77.9 up 0.2

DM: 3.8300 up 0.50

FF: 11.7400 up 0.0175

Yen: 131.25 up 0.50

Dollar: 1.2875 up 0.1

DM: 2.8975 up 0.0045

NEW YORK LATEST

Sterling: \$1.2755

Dollar: DM 3.0037

INTERNATIONAL

ECU: £0.58992

SDR: £0.787657

## INTEREST RATES

Domestic rates:

Bank base rates 10%

Finance houses base rate 11%

Discount market loans week fixed 10% - 10%

3 month Interbank 101/2% - 11%

Euro-currency rates:

3 month dollar 111/2% - 111/2%

3 month DM 51/2% - 51/2%

3 month Fr 111/2% - 111/2%

US rates

Bank prime rate 13.00

Fed funds 113/4

Treasury long bond 1011/2% - 1011/2%

ECGD Fixed Rate Sterling Export Finance Scheme IV Average

reference rate for interest period August 8 to September 4, 1984, inclusive: 10.806 per cent.

## GOLD

London fixed (per ounce):

am \$338.65 pm \$340.30

close \$341.00 - 341.50 (227.00 - 267.50)

New York (last): \$338.95

Kruggard (per ounce):

# WE SEE OPPORTUNITIES WHERE SOME SEE ONLY RISKS.

At 3i we're firm believers in the grass being greener on the other side.

Sometimes.

The assessment of risk versus opportunity is a fine judgement. A judgement at which we excel. Because, as well as being financial experts, we're business experts. And, being a private sector company, we don't employ any stuffed shirts. Or tolerate any red tape.

So when we see an opportunity, we can go for it.

In all modesty, we could hardly be better equipped to do so. Within 3i, we deal with large projects and are prepared to back any one company with up to £35m or more; we have



ICFC, whose understanding of small companies' problems is unique; and our Ventures Division who specialise in high-technology businesses.

To date, we have enjoyed long-standing relationships with over 8,000 businesses.

If we hadn't been able to recognise greener grass, we wouldn't have been able to back half that number.

THE CREATIVE USE OF MONEY



## Willis Faber profit rises to £25.5m

By Richard Thomson

Willis Faber, the insurance broker, showed a 10 per cent increase in half-year profits to June 30, with £25.5m against £23.3m last year. The increase in profit was achieved despite a £5m rise in first quarter expenses, from £31m last year.

The performance of the company's broking side, which forms the bulk of its business, was good, with brokerage and fee income rising 18 per cent from £36m to £42.5m. That reflects a strong growth from several of the international

broking divisions, with a more modest performance in Britain.

Not surprisingly after the underwriting losses reported by Lloyd's last week, Willis Faber's underwriting agencies did not do well, with fees and commissions remaining almost static at £6.9m compared with last year. Investment income also remained virtually the same at £6.5m.

The company is raising its interim dividend by more than 16 per cent, from 6p last year to 7p.

### WALL STREET

New York (Reuters) - Wall Street share prices remained sharply higher after an hour of trading as investors reacted to signs of lower interest rates.

The Dow Jones industrial average was up 10.16 points to 1212.68. Overall, gaining issues

led losing issues three to one. Volume was about 34.

Owens-Illinois retreated 1% to 41 7/8 after granting rights to a preference stock to its shareholders. Syntex, a big gainer on Monday, retreated 1 1/8 to 47 7/8.

Mr Tom Boles has been appointed a director of the field engineering division.

Smart Group: Mr Richard Smart has been made group sales director.

B. Elliott: Mr Trevor Smith has been elected to the board. He will retain his responsibility for the group's human resources and will continue to be the managing director of B. Elliott Group Services.

Sir Frederick Snow & Partners (North West): Mr David Hayhurst has been made an associate of the firm.

Fox-Price Kelton Ltd: Mr Rupert Travis has joined the company as financial director.

Blackstone Franks Smith & Co: Mr Subhash Thakrar has been made partner in the London office.

Acrosol International: Mr Tony Wardell has been appointed director and general manager.

KMS Partnership: Mr Michael Batchelor has joined the board and will assume responsibility for the company's marketing service - advertising, promotion and public relations.

HFC Trust & Savings: Mr Alan J. Knights has been appointed a director.

Fairey Holdings: Mr G. A. Lee has become a consultant on systems development, power engineering, contracting, electronic and underwater technologies for applications in the oil and gas industries, particularly offshore.

London & Overseas Freighters: Mr Derek Kimber has been made chairman in succession to Mr Stanley Sedgwick and Mr Manual E. Kulukundis, joint chairman, who have retired.

The answer is that inflation rates at these levels are destroying the financial cohesion of the various economies and undermining their long-run growth potential, thereby reinforcing social and political tension and making eventual debt repayment increasingly likely.

Foreign loans to finance the budget deficits are no longer available. So the deficits must instead be covered from domestic sources. Unfortunately, there is limited scope for this as savings are very low.

Throughout Latin America, capital markets are underdeveloped and inefficient, largely

### APPOINTMENTS

#### NatWest names new director

National Westminster Bank: Mr Don Tapley, deputy chairman of Automotive Products and a non-executive director of BTR and Europas, has been made a director of the bank's South-west regional board from October 1.

London Merchant Securities: Mr John J. Grant, chairman of Sun Life Assurance Society and vice-chairman of Lazard Bros & Co, has been appointed a non-executive director.

The Telefunken Group: Mr John Wilkinson, who was chairman and managing director, becomes executive chairman. Mr Stuart Hickey, previously deputy managing director, becomes managing director of the group.

NCR: Mr Tom Boles has been appointed a director of the field engineering division.

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Latin America, which has begun its second summit, is serving notice that the debt crisis is far from over

More than 400 years ago, when the Spanish first arrived in South America, the conquistadores' attitude to their new possessions was selfish and uncomplicated. They came, they saw and they looted. The contrast with colonists in North America, who wanted to settle and develop the land, could not be more extreme.

The origins of the debt crisis are to be found in this centuries-old contrast. In Latin America, it remains unfashionable to become rich by the patient accumulation of wealth. A much simpler method is to borrow money and not pay it back.

The frailty of financial ethics in Latin American countries is at present doing more damage to the internal structure of their economies than on the external payments front. Foreign bankers have some reason to be pleased with recent performance. Mexico and Brazil have approximate balance on their current accounts, while Argentina, Venezuela and Chile have substantially reduced their payments deficits.

But an exclusive focus on the external payments position is misleading. It is important, as a corrective to over-optimism, to remember a simple point: the Latin American nations run into debt because their governments were borrowing too much money.

They will escape from the debt malaise only if budget deficits are reduced to manageable levels. In some countries, notably Mexico, progress has been made. But in most it has not. In Brazil, the largest debtor, the ratio of public-sector borrowing to gross domestic product rose from 13.1 per cent in 1981 to 19.1 per cent in 1983 and is unlikely to change much in 1984.

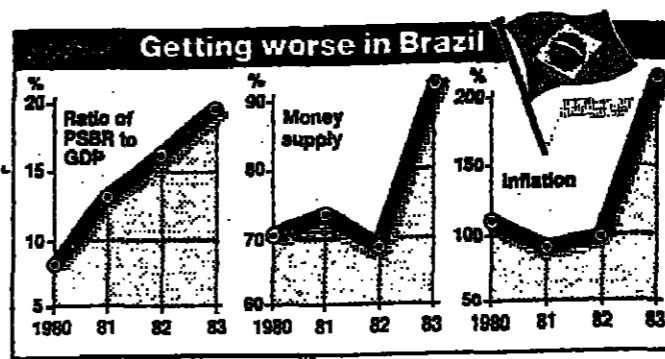
Foreign loans to finance the budget deficits are no longer available. So the deficits must instead be covered from domestic sources. Unfortunately, there is limited scope for this as savings are very low.

Throughout Latin America, capital markets are underdeveloped and inefficient, largely

### ECONOMIC COMMENTARY

## Borrowers rush for printing presses

By Tim Congdon



because of the lack of trust ingrained by an unstable past. Governments, which for decades have been short-lived, dishonest, or both, are trusted hardly at all. As a result, citizens are not easily persuaded to purchase public-sector debt.

With foreign finance cut off and long-term domestic credits of little help, the only remaining option is the printing press. The printing press may be managed by institutions with respectable-sounding names like Banco Central, Banco do Estado, Banco do Brasil, or whatever, but it remains a printing press and it always causes inflation.

The message is clear. If a country is unable to curb its budget deficit, the withdrawal of external finance by the international banks forces the government to print money and leads to an acceleration of inflation. This pattern, which is obvious from the statistics, has been common to all Latin American nations in the last three years.

### In some countries notably Mexico, progress has been made

The question might be asked: "So what?" Surely these nations' foreign debts are denominated in dollars and it is the payments position in dollars, not the peso or cruzeiro inflation rate, which is the relevant influence on their ability to repay. Why should bankers be concerned that inflation is 600 per cent in Argentina, 220 per cent in Brazil and 150 per cent in Peru?

The answer is that inflation rates at these levels are destroying the financial cohesion of the various economies and undermining their long-run growth potential, thereby reinforcing social and political tension and making eventual debt repayment increasingly likely.

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Foreign loans to finance the budget deficits are no longer available. So the deficits must instead be covered from domestic sources. Unfortunately, there is limited scope for this as savings are very low.

Throughout Latin America, capital markets are underdeveloped and inefficient, largely

anyone to hold financial assets. "Free" interest rates on a loan to a small company are more than 200 per cent a year in real terms. (There are also "controlled" interest rates which are sustained not by genuine saving, but by central bank credit.)

To borrow or lend in Argentine pesos is to participate in a superior version of roulette. The only reliable stores of value are real things. The leading Argentine financial paper, *América Financiera*, has a section which ranks the best investments in the last 180 days. Heading the list at present is "Automobiles O'Keeffe" (i.e. new cars).

The combination of rapid inflation and old habits of financial irresponsibility is devastating the economies of Brazil and Argentina. Output per head has been declining for over three years in both countries and investment has fallen to levels insufficient to maintain the capital stock. The outlook is for continuing declines in living standards and further acceleration of inflation.

The better external payments position of the main Latin American debtors has been achieved only because the governments concerned have been prepared to engineer much higher inflation. Budget deficits which can no longer be financed from abroad are instead being financed by the inflation tax.

The author who is economics partner at L. Messel & Co, the stockbrokers, has just returned from Latin America.

### Base Lending Rates

|                   |         |
|-------------------|---------|
| ABN Bank          | 10 1/2% |
| Adam & Company    | 10 1/2% |
| Barclays          | 10 1/2% |
| BCCI              | 10 1/2% |
| Citibank Savings  | 13 1/2% |
| Consolidated Crds | 10 1/2% |
| Continental Trust | 10 1/2% |
| C. Hoare & Co     | 10 1/2% |
| Lloyds Bank       | 10 1/2% |
| Midland Bank      | 10 1/2% |
| Nat Westminster   | 10 1/2% |
| TSB               | 10 1/2% |
| Williams & Glyn's | 10 1/2% |
| Citibank NA       | 10 1/2% |

† Mortgage Rate.

\* 7 day deposits on sums of under £10,000, £10,000 up to £50,000, £50,000 and over 8 1/2%.

Great

| 1983/84<br>High<br>Offer Yield | 1983/84<br>Mid<br>Offer Yield | 1983/84<br>Low<br>Offer Yield | 1983/84<br>High<br>Offer Yield | 1983/84<br>Mid<br>Offer Yield | 1983/84<br>Low<br>Offer Yield | 1983/84<br>High<br>Offer Yield | 1983/84<br>Mid<br>Offer Yield | 1983/84<br>Low<br>Offer Yield | 1983/84<br>High<br>Offer Yield | 1983/84<br>Mid<br>Offer Yield | 1983/84<br>Low<br>Offer Yield |
|--------------------------------|-------------------------------|-------------------------------|--------------------------------|-------------------------------|-------------------------------|--------------------------------|-------------------------------|-------------------------------|--------------------------------|-------------------------------|-------------------------------|
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| 1.03 1.04 1.05                 | 1.03 1.04 1.05                | 1.03 1.04 1.0                 |                                |                               |                               |                                |                               |                               |                                |                               |                               |

## Cricket: nerves stretched from Taunton to Chelmsford as county championship reaches dramatic climax

## Essex lucky not to witness how they held on to their crown

By John Woodcock, Cricket Correspondent

TAUNTON: Somerset (22 pts) beat Nottinghamshire (6) by three runs.

The county championship, sponsored by Britannic Assurance, reached a tremendous climax here yesterday. Essex won it in the end but it was as well for their state of health that they were not here to see exactly how, needing 297 runs at the rate of five an over to beat Somerset, and so win the blue riband, themselves. Nottinghamshire lost by three runs.

With two overs left, they were 27 short, but Bore, hitting everything off the meat of the bat, had reduced that to only four runs off the last three balls. He blocked the first and was caught off the second by long off, standing only three or four yards inside the boundary.

Had Nottinghamshire's splendid effort succeeded Essex could not have complained at Botham's declaration. It was no different from several Fletcher will have made during the course of the season, Somerset had to give themselves a reasonable chance of winning

## Scoreboard

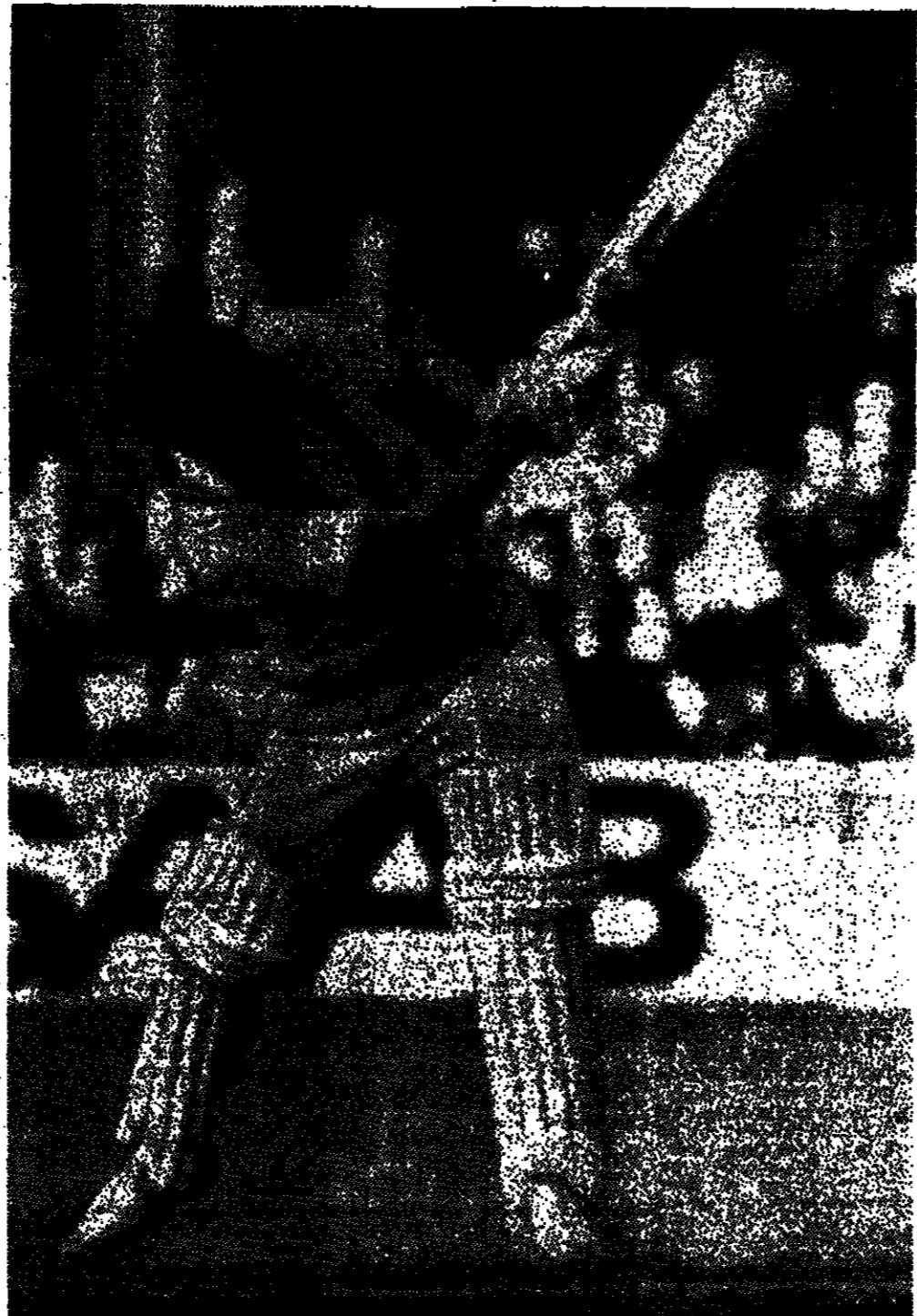
|   |
|---|
| SOMERSET: First Innings 274 (4 W Lloyds 94, M D Croft 57, K E Cooper 4 for 67, R J Hadlee 100 not out, D W Rendell 50). |
| Second Innings  |
| P M Redknapp c French & Hemmings 78   |
| N A Fallon b French & Hemmings 15   |
| N D Cooper c French & Hemmings 15   |
| J W Lloyd not out 63  |
| J G Wyatt c French & Hemmings 18  |
| V J Marks not out 18  |
| Extras (4, 4-4) 18  |
| Total 282   |
| - Total (4 wickets down) 244  |
| 1 T Botham, G V Price, T P Gurney and S C French  |
| FALL OF WICKETS: 1-39, 2-49, 3-128, 4-182, 5-231.   |
| BOWLING: Hadlee 5-1-13-9; Pick 5-12-2; Hemmings 35-6-123-4; Bone 26-3-85-4; Cooper 5-3-3-0.                             |

NOTTINGHAMSHIRE: First Innings 222 for 7 dec (B C Broad 68 not out, D W Rendell 54).

|  |
|--|
| Second Innings   |
| P T Robinson c Botham 21   |
| D W Rendell c Botham 21  |
| D W Broad c Botham 21  |
| P J Allott c Botham 21   |
| R J Hadlee c Botham 21   |
| N D Cooper c Botham 21   |
| M E Cooper c Botham 21   |
| J G Wyatt c Botham 21  |
| M K Bone c Botham 21   |
| R A Pickett not out 17   |
| Extras (4, 4-4) 18   |
| Total 238  |
| FALL OF WICKETS: 1-70, 2-70, 3-92, 4-188, 5-189-259-7-259-8-259-9-278, 10-283. |
| BOWLING: Hadlee 5-1-13-9; Pick 5-12-2; Bone 26-3-85-4; Cooper 5-3-3-0.         |

Umpires: C Cook and D R Shepherd.

Botham kept his two spinner bowling and ringed the bound-



Bore at full blast: a portly figure who hit everything off the meat of the bat

ary with fielders. From the last over 14 were needed. Only the unipins, the wicketkeeper, the bowler and a short, wide mid-on were anywhere near the bat. Bore hit the first two balls for four, the first almost carrying on to the midwicket boundary. Had the boundary been a rope it would not have been a catch; being a fence, Lloyds was allowed to fall into it.

With 10 overs left and Rice

still there, 79 were needed. Nottinghamshire's captain, a cool and calculated character, knew what he was doing. He and French reduced the target to 42 off four overs and it is a fast-scoring ground. Marks and French were quickly stamping – there were no fewer than seven stumpings in the match – but then came Bore, a portly figure, with a career batting average of eight and a top score of 37.

Bore kept his two spinner

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ary with fielders. From the last over 14 were needed. Only the unipins, the wicketkeeper, the bowler and a short, wide mid-on were anywhere near the bat. Bore hit the first two balls for four, the first almost carrying on to the midwicket boundary. Had the boundary been a rope it would not have been a catch; being a fence, Lloyds was allowed to fall into it.

They have much to be proud of in Essex: a side in which youth and experience, dash and discretion are effectively blended; an efficient administration and a headquarters which, though lacking a good, fast pitch and a decent entrance, is greatly improved from what it was.

Essex's success is their third in six years. They have also, in that time, won the John Player League twice and the Benson

and Hedges Cup. Although, at

Chelmsford in May, they were comprehensively beaten by Nottinghamshire, they were, I think, the right winners of the title. In neither of their last two matches, at Hove and Taunton, did Nottinghamshire bowl like champions. In both games they fell back upon the charity of the opposition to offer them a winning chance.

Because of the TCCB's ban on Gooch and the ageless Lever, Essex have been less affected by Test calls than they otherwise would have been. It was soon after six o'clock and the last day of a championship season which started on April 28.

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FOOTBALL: ENGLAND AND SCOTLAND CONTINUE WORLD CUP PREPARATIONS, WALES AND NORTHERN IRELAND GET DOWN TO THE COMPETITION

# England's new foundations await testing by East Germans

By Stuart Jones, Football Correspondent

The last time the East Germans visited Wembley, England were looking back at Mexico. This time England are looking towards Mexico. When the East Germans first came here the 1970 World Cup, in which Sir Alf Ramsey's side lost to their neighbours from the West in the quarter-finals, had just ended. When our guests leave after tonight's match English eyes will be lifted, however distantly, towards the 1986 finals.

In 1970 the Ramsey structure was being gradually dismantled. The international careers of some, notably the Charlton brothers, had already finished and those of others, such as Cooper, Mullery, Lee and Hurst, began to fade during the 3-1 victory of that November night 14 years ago. Only Moore, Peters and Ball were to remain regular members of England's team.

Tonight's visitors will find the Robson construction nearing completion. Bobby Robson has decided that the 4-3-3 formation should form his foundation. Of the three shapes he has designed so far, this has been the most convincing and the most successful. It was unfortunate that the lone failure in eight experiments, at Wembley against Denmark in the European championship, should be so costly.

When the England manager initially wrapped his midfield strength around a 4-4-2 system, the team were immediately shaken at home by West Germany and Greece and eventually fell apart in France and Wales. When, more recently, he stretched the wings of adventure to 4-2-4, the flaws were exposed by Uruguay and Chile and specially by the Soviet Union.

Injuries and club commitments inevitably and irritatingly delayed Robson's final plans. They may also have determined them. Had Coppell, in particular, or Rix, Cowans and Devonshire been consistently available, his search for the right pieces might have been neither so extensive (he has looked at 48 players) nor so lengthy (11 days short of two years).

If the team he has chosen are not currently his strongest, they are as close to it as makes no difference. They would not even be substantially weakened by the absence of Shilton, who is still suffering from a slight cold. Should he recover, he will be

## Tonight's teams

|  | England | Capts |
|--|---------|-------|
| P Shilton (Southampton)  | 34      | 63    |
| M Duxbury (Man United)   | 25      | 8     |
| K Sansom (Arsenal)   | 25      | 44    |
| R Williams (AC Milan)  | 27      | 52    |
| J Walker (Southampton)   | 25      | 24    |
| M Wright (Southampton)   | 21      | 1     |
| A. Young (Man United)  | 25      | 36    |
| G Williams (Southampton)   | 26      | 35    |
| P Mariner (Arsenal)  | 31      | 33    |
| A. Young (Southampton)   | 28      | 12    |
| B Barnes (Arsenal)   | 26      | 12    |
| S SUBSTITUTES: G Bailey (Man United), D Watson (Norwich), M Hatakey (AC Milan), S Hunt (West Bromwich Albion), T Francis (Sampdoria).  |         |       |
| EAST GERMANY: R Müller (Leipzig), H Dörr (Dynamo Dresden), D Stahmann (Leipzig), U Zöschitz (Leipzig), L (Leipzig), M Liebers (Leipzig), R Troppa (Dynamo Berlin), W Steinbeck (Magdeburg), R Ebert (Dynamo Berlin), R Meng (Dynamo Dresden), H Richter (Dynamo Dresden), J Raab (Carl Zeiss Jena), F Paster (SB Dynamo), J Jacobowald (Dynamo Dresden). |         |       |
| Referee: A R Thomas (Netherlands).   |         |       |

**Robinson proves a point by proving his fitness**

Michael Robinson of Liverpool, who yesterday proved his fitness for the Republic of Ireland's World Cup qualifying match against the Soviet Union today, aims to use the game to prove he is a worth-a-first-team player at Anfield.

He has been substitute every game so far for Liverpool this season, and I am certainly trying to prove a point," he said.

"Last season I finished as the second highest goal scorer in a team that won three trophies. I was never dropped and I felt I did a good job, so I was very disappointed to be left out at the start of this season."

He added: "I did ask for a transfer, but I do not bear a grudge against anyone. There are so many good players at Liverpool that if I was manager I might do the same thing."

But it is not helping my career at all and if I am not playing first division football it can also jeopardize my chances of playing in future internationals."

Robinson was suffering from a severe bout of flu last week, but he declared himself fit after a strenuous training session. With the Manchester United forward Frank Stapleton absent injured, the Irish ready to go on a tour of West Germany their European title and precipitated the resignation of Beckenbauer's predecessor, Jupp Derwall.

Hampered by injuries to two key



Leading players of the international stage: Barnes (England), Johnston (Scotland), Davies (Wales) and Hamilton (Northern Ireland)

## Romania will test Irish scrappers

By Peter Ball

Northern Ireland's success is unlikely to be

repeated this year under Billy Bingham's astute management, two friendlies and a championship match confirming against all the odds for the 1982 World Cup in Spain and a glorious failure in a group containing Austria and West Germany in the attempt to qualify for last summer's European Championships. Few have all been based on the team's capacity to overwhelm opponents at Windsor Park in a scrap.

It is not, of course, as simple as that. But Bingham, who has resisted determinedly the strict rules of continental approaches and continental managers, have all been based on the team's capacity to overwhelm opponents at Windsor Park in a scrap.

That Romania will reply on a

heavily defensive system built around the experienced sweeper, Stefanescu, encourages, rather than

disheartens Mr Bingham's confidence, for he believes that system is

found wanting by the direct British approach from a side using two

players wide and he also saw

reasons for optimism in the

Romanians' indiscipline.

In France they collapsed - they

need their discipline, arguing with the

bench and each other. I know they

are very physical and talented, but

being volatile could count against

them at Windsor Park."

The scene is thus set for another

typical Belfast night. Apart from the

injuries, Samy McIlroy, Mr Bingham, who has tried and tested

available, although he is

waiting until today to see if Jimmy

Nicholl has suffered from jet lag

after flying to join the team from

Toronto, Blizzards, before making

his final selection. Otherwise the

team almost picks itself, and the

continuity of method and personnel

which has been so important a part

of their success is unlikely to be

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# Leadburn's case highlighted by performances of Harwood pair

By Mandarin (Michael Phillips)

After that impressive victory in the Morland Trophy Trophy at Newbury in July, Leadburn is napped to win the Esso Bookmakers Handicap Stakes at Doncaster today, the first day of the annual four-day St Leger meeting.

Leadburn is trained by Guy Harwood and no one should know better than the master of Pulborough whether his representative on this occasion can beat Vosity and Centroline, two of his main rivals. In August both those horses were beaten by other members of his big Sussex yard: Vosity by Sergeant Drummer at Newmarket; Centroline by Crazy in the Ebor Handicap at York.

So the fact that Harwood has decided to let Leadburn take them on these terms speaks, for itself. Against that backdrop Leadburn may well have a bit up his sleeve, whereas Musical Box and Rhisted, who are both disappointing types have been beaten by the handicapper to their run against one another at Sandown Park in July.

Twelve months ago John Dunlop had the answer to the puzzle posed by the Park Hill Stakes in the shape of High Hawk and he could well do so again today, this time with Out Of Shot, who won the Oaks Trial at Lingfield Park before being placed in the Oaks itself, only to get disqualified for hampering another.

However, it must be said that Out Of Shot is anything but an easy ride, so much so that from a personal point of view I would not back her with someone else's money let alone my own. All the same she still has the ability to win just as long as her jockey, Pat Eddery, can channel that ability in the right direction.

Time alone will tell whether they will be so lucky again, but what is certain is that the first

GOODY BLAKE AND LOST CAUSE,

which finished third and fourth at

DONCASTER 4.40 Orchid Dancer, SALISBURY 3.30 Catcher In The Rye: 4.30 Encouraging, Roxbury Park.

division, which will be run at

Bahrain Star, could easily have

the finish of the second division

to themselves, while Hayati

must be the one to follow in the

third division after running

Madame Loving so close at

Kilimiski, from the Circus

Plume stable incidentally, per-

formed in the race won by

Kilkas and she is preferred

now.

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## Country Property

## Humberts

**Dorset**  
Chide Okeford, Blandford 7 miles  
A magnificent country house expertly modernised  
in an outstanding position  
4 reception rooms, 6 bedrooms, 2 bathrooms, kitchen/breakfast room.  
Oil central heating, Satin fat. Garage for 5 cars. Outbuildings. Stabling.  
Garden. Grounds. Paddock.

22 acres

For sale Freshfield with about 22 acres

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2 reception rooms, 4 bedrooms, 2 bathrooms, kitchen, utility room, cellar,

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An attractive Period Farmhouse

set in its own gardens and grounds together with

5 blocks of arable and woodland

3 Reception Rooms, 3 Bedrooms, Bathroom, Garage,

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Auction as a whole or up to 6 lots

on 20th September 1984 (unless previously sold)

London Offices: 13 Hill Street, 01-629 7282

(Ref 1CC142)

KENT - BRENCLEY

1½ miles Chipping Ongar 40 mins

A Magnificent 18th Century Timber Framed

House with 5 bedrooms, 2 reception rooms and 6 acres of landscaped gardens and grounds

4 Reception Rooms, Bathrooms, Domestic Offices, 7 Bedrooms,

Dressing Room, 4 Bathrooms, Oil Fired Central Heating,

Outbuildings including garage, Swimming Pool, Superb Gardens,

Paddock, Orchards, Cottages, House with planning consent for

5 bedroom conversion, 2 detached Cottages.

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KENT - HARTLIP

St Albans 4 miles, Maidstone 9 miles, M25 5½ miles

A fine early 18th Century House

In a peaceful village and with a Coach House having

planning consent for conversion to a house.

3 Reception Rooms, Study, 2 Bedrooms, Shower Room, Oil Central Heating, Swimming Pool, Large Garden, Coach House providing garage for 4 cars and having planning consent

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ABOUT 1 ACRE

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Region of £40,000 for the Coach House.

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BEAUTIFUL RIVER DART VALLEY, NR. TOTNES.

Quay side frontage &amp; lovely river view.

A unique opportunity to purchase a

converted riverside residence.

Garage/boat house, 3 bedrooms, Delightful sitting room with fireplace, kitchen, dining room, bathroom, W.C. Separate W.C. Utility/storage etc. C.H.

Innovation to a high standard. 2 only

plots available. 100ft frontage to the River Dart. Michæles Haven, 89 High St., Totnes. (0803) 685181.

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Seaford

Beautiful detached character

house - Sussex style, 4½ bed-

rooms, 3 bathrooms, fully fitted

kitchen, bathroom, W.C. Separate

bathroom. Close to South Downs.

£130,000. Telephone Seaford 899679

Wimborne, Dorset

Detached Edwardian house in

quiet cul-de-sac, 2 reception

5 bedrooms, 2 bath, 2 reception

kitchens, conservatory, large play-

room. G.C.H. Double glazing, ½ acre

garden. £125,000. Tel: (0342) 633779 (house)

12/30/84

Bucks

1½ miles Stowe School, newly thatched

quaint 17th century cottage.

Living room, kitchen &amp; bathroom extension. Ideal weekend cottage. £20,000.

Tel: Henlade 43334 evenings &amp; weekends (T)

Somerset Area

3 miles Taunton. 1½ miles M-5

between junctions 20 &amp; 21. Spacious

detached house with 2 reception

rooms, 5 bedrooms, 2 bath, 2 reception

kitchens, conservatory, sunroom, garage.

£125,000. Tel: (0842) 633779.

PETERBOROUGH DISTRICT

4½ miles London. M11. Easy access

M1. Secluded luxury bungalow

now converted from stable set in 2

separate buildings. Ideal private

residence. Private plot. £85,500.

Tel: (0778) 422921

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Wells, purpose designed for retri-

rement.

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WEST SUSSEX

£175,000. Total width 2½

miles, 2½ miles from C.R. 1½ miles

from C.R. 1½ miles from C.R. 1½ miles

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An unusual period property

located within a 2½ acre plot

with 2½ miles from C.R. 1½ miles

from C.R. 1½ miles from C.R. 1½ miles



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| Bordeaux  | £123 | Paris      | £124 | Zurich      | £27  | Hong Kong | £572 |
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HOLIDAYS

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ASITA ATOL 1175

ANNOUNCEMENTS

NEWTON - On September 1st, St

Eustace, of 10, Castlemead, Epsom, Surrey, and a daughter

WILLIAMS - On September 1st, Mark

Whitford, a brother, for

DOCKRELL - On September 6th to Diana

and Michael, a son, Andrew Dennis,

and a daughter, Jennifer.

HORNBY - On September 10th, to

Gillian, a daughter, and a son,

GRACEY - On September 10th, to

John and Gillian, a son, Michael

WILLIAMS - On September 10th, to

John and Gillian, a son, Michael

NEWTON - On September 7th at

Epsom, to Ernest and Jean

PETRIE - On September 8th at

Epsom, to John and Gillian, a son,

HITCHES - On September 8th to

Hilary and a daughter, Gillian

SHAW - On September 8th, to Jean

and Philip, a daughter, Gillian

WOLFE - On September 3rd, to

John and Gillian, a son, Michael

YARROW - On 10th September,

to John and Gillian, a son, Michael

BIRTHDAYS

VERY BEST WISHES to Doctor Cyril

D. Coyle on his 50th birthday, from

Dr. John and Gillian, a son, Michael

WILLIAMS - On September 10th,

to John and Gillian, a son, Michael

MARRIAGE - On September 10th,

to Gillian and Michael, a son,

FARNHAM - On September 10th,

to Gillian and Michael, a son,

WILLIAMS - On September 10th,

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# Today's television and radio programmes

Summaries by Peter Dear and Peter Davalle

## BBC 1

06 Cestas AM.  
08 Breakfast Time with Frank Bough and Selina Scott. News from Fern Britton at 6.30, 7.30, 8.00 and 8.30 with headlines on the quarry hours; sport at 6.45 and 7.45; programme preview at 8.35; a review of the morning newspapers at 7.15 and 8.15; Mike Smith with the new Top Twenty between 8.30 and 9.00.  
09 Gliber. Magazine programme for Asian women. This week's edition includes a discussion on video and its effects.

10 Social Democratic Conference 1984. Coverage of the final session of the Conference. 10.30 Play School (10.30) Social Democratic Party Conference 1984. Further coverage.

10 News After Noon. 12.57.

Regional news (London and SE only). Financial report followed by news headlines with subtitles.

11 Pebble Mill at One. Lisa Krusman begins a five-part series on Chinese cooking; Taiwan-born soprano, Violet Chan provides a song; and Hot Gospel perform a dance. 1.45 King Rose (1) 1.50 Eric-a-Brac.

12 Bernie Taupin - A Natural Way of Life. A profile of a West Country泰瑟。2.30 Play My Life With You (1984) starring Ronald Colman and Anne Lee. The story of an understanding husband with a virtuous wife. Directed by Lewis Milestone. 3.45 Regional news (not London).

13 Play School, presented by Carol Chet. 4.10 Mighty Mouse in Sunny Italy (1). 4.15 Puzzle Trail. More clues to the treasure. 4.30 Battle of the Planets. Animated science fiction adventures.

14 John Craven's Newsround. 5.05 Play: With My Little Eye, by Richard Cooper. An old man is mugged and Peter sees the attacker. Will he himself be attacked if he reports the incident? (1). 5.15 The Good Life. The Ledwards are again with the Good's introduce themselves to the garden of their Sutton house (1). 5.30 Weather.

5.45 News.

5.55 London Plus. 5.55 Points of View. Barry Took with a new series of letters from viewers praising or praising BBC Television programmes.

7.10 Hotline. A new, live, phone-in show, presented by Chris Tarrant and Mary Parkinson, which viewers are encouraged to use as they would a personal column in a newspaper or magazine.

8.00 No Place Like Home. Domestic comedy series starring William Gaunt and Patricia Greenwood, who, in tonight's opening episode of a new series, face the fact that they are about to become grandparents.

8.30 Good Weather. Episode one of a new soap series (see Choice).

9.00 News with Julie Somerville. 9.25 The Black Adder. Comedy series with Rowan Atkinson in the title role - a scheming young duke in the court of Richard IV (1).

9.00 International Soccer Special. Highlights of this evening's game at Wembley between England and East Germany, introduced by Jimmy Hill.

10.05 Film Horror at 37,000 Feet (1972) starring Buddy Ebsen and Chuck Connors. A made-for-television drama about the supernatural. Stories from an old English Abbey are being told to the United States. One of the passengers' forms of entertainment during the night of the abbey and, sure enough, strange things begin to upset the passengers and crew of the aeroplane.

11.55 Electric Theatre Show. A profile of film producers, Ilya Salkind and Pierre Spenger.

12.35 Night Thoughts.

## TV-am

8.25 Good Morning Britain presented by Anne Diamond and Nick Owen. News with Gordon Honeycombe at 8.30, 7.30, 8.00, 8.30 and 9.00; sport at 8.30 and 7.30; the Greene's dream home at 8.45; guest, Adam Ant, from 8.45; exercises at 8.45 and 9.00; the day's anniversaries at 8.55; Popeye cartoon at 7.22; 12 pop video at 7.54; Stan Stennett's starromance at 8.15; Eve Pollard's gossip column at 8.30; Roddy Llewellyn's gardening advice at 8.43 and 9.00.

18.25 Themes news headlines followed by Sesame Street.

19.25 Film: Tit for Tat? (1985) starring Laurence Harvey as the owner of an electrical appliance store. Directed by George Royhill. 11.30 The Little Red Riding Hood.

20.00 Red, Jane and Freddy with Circumstance: a musical story (1). 12.10 Our Black Yard. It is a hot day so Laura decides to use her paddling pool. 12.30 The Sullivans.

21.00 News 12.10 Themes news 1.30 A Country Practice. Medical drama set in the Australian outback. 2.30 Farmhouse Kitchen. Grace Mulligan prepares healthy packed lunches for schoolchildren.

21.30 Take the High Road. Drama on the Scottish highland estates Glencroft. 3.25 Themes news headlines. 3.30 Sons and Daughters.

4.00 Red, Jane and Freddy. A repeat of the first part of the show at noon. 4.15 Tower. 4.30 Soothi, with Matthew Corbett and guest, Connie Crighton (1). 4.40 Cartoon Time. The Prize Bazaar (1).

4.50 Hold Tight. Fun and games and pop music presented by Bob Caroogech and Su Robbie. Their guests are Silent Running, Benarabana and actor, Lee Whitlock. 5.15 Blockbusters.

5.45 News 6.00 Themes news.

6.25 Help! Viv Taylor Gee with news about childminding and a profile of Bracknell Children's Centre for Childminders.

6.35 Crossroads. The smooth running of the motel is upset by an unexpected event.

7.00 Where There's Life. Miriam Stoppard charts a studio discussion on whether or not mothers should give birth to a baby they know will be handicapped. The audience includes mothers of handicapped children and people with disabilities (Oracle title page 170).

7.30 Coronation Street.

8.00 Penny Hill. Comic sketches and songs from the man of many parts (1).

8.30 Fresh Fields. Comedy series starring Julia McKenzie and Anton Rodgers. This week, Heather discovers that her fencing master has a crush on her. (Oracle title page 170).

9.00 Miracles. A forged 220 note surfaces in the Witchester Club and Inspector Chisholm automatically thinks the worst of Arthur and Terry. (Oracle title page 170).

10.00 News includes the last of four reports from Sandy Gall in Afghanistan which includes exclusive film of Mujahideen rebels with captured SAM 7 ground-to-air missiles.

10.30 Hammer House of Mystery and Suspense: Last Video and Testament. An electronics expert takes his own death when he discovers his wife has been unfaithful.

11.55 Electric Theatre Show. A profile of film producers, Ilya Salkind and Pierre Spenger.

12.35 Night Thoughts.

## ITV/LONDON

Michael Denison and Deon Hemm (BBC1; 8.30 pm)

● THE SEA OF FAITH (BBC2, 9.30pm), a six-part investigation by Don Cupitt, Dean of Emmanuel College, Cambridge, into the origins and nature of our modern spiritual crisis, plus the cats among the Christians. Cupitt, who doubts about that, Mr Cupitt, who proposes that Christianity should strip off its supernatural mantle and be practised without dogma. Accept it, he says, as a spiritual path, and a way of endowing life with meaning. But whereas he is quite right when he makes the broad generalisation that today's heresy is yesterday's orthodoxy, and vice-versa, he is patently going to face a stiff uphill climb during the coming six weeks before he reaches the summit of his philosophical argument which, as I see it, is that religion is simply

human. Peter Armstrong, director of *The Sea of Faith*, warned us at the preview that the films would not be easy on the eye or brain. He omitted to mention that the spirit would not be spared, either.

● COLD WARRIOR (BBC1, 8.30pm)

proposes that the tradition (exemplified in the Bond and Superman films) that one man can save his country and, if necessary, the entire civilized world.

In the case of tonight's thriller, the saviour of Britain wears a bowler, carries a British umbrella, climbs during the coming six weeks

before he reaches the summit of his philosophical argument which, as I see it, is that religion is simply

trying mushrooms as a reward for services rendered by his two assistants than when he is told that the arms manufacturer he has

caught selling top-secret missiles

systems to the Russians will find his

drastically shortened as a result.

Michael Denison plays the custodian of Britain's security,

moves so fast that it does not have

time to worry about little things like

plausibility.

● STANDALIN'S STORY (Channel 4, 8.00pm), Tom Steel's 24-part series for Scottish Television, is going to nail many more myths than the one about Scots being a nation of Macs walking around in kilts. Judging by tonight's film, it will be a long history lesson than won't seem long.

Peter Davalle

## TONIGHT'S PROM

7.30 Oliver Messel's L'Assassin, featuring Graham Johnson, William Mathias's Organ Concerto (BBC1 Commission).

8.45 Franck's Symphony in D minor, BBC Welsh Symphony Orchestra, conductor Sir Edward Downes (organ). Radio 3.

seminotables (Accardo/LOP).

Chopin's Souvenir de Paganini (Allison Kenney, piano); Vaughan Williams' The Lark Ascending (Shirley Quirk, violin).

9.05 This Week's Composer: Peter Maxwell Davies, Image, Reflection, Shadow, and Seven Days. Davies' Organ Gramophone Score (John Craven).

10.00 Chopin and Prokofiev: Chopin's Nocturne in B minor; No. 1, No. 2, No. 3, No. 4, No. 5, No. 6, No. 7, No. 8, No. 9, No. 10, No. 11, No. 12, No. 13, No. 14, No. 15, No. 16, No. 17, No. 18, No. 19, No. 20, No. 21, No. 22, No. 23, No. 24, No. 25, No. 26, No. 27, No. 28, No. 29, No. 30, No. 31, No. 32, No. 33, No. 34, No. 35, No. 36, No. 37, No. 38, No. 39, No. 40, No. 41, No. 42, No. 43, No. 44, No. 45, No. 46, No. 47, No. 48, No. 49, No. 50, No. 51, No. 52, No. 53, No. 54, No. 55, No. 56, No. 57, No. 58, No. 59, No. 60, No. 61, No. 62, No. 63, No. 64, No. 65, No. 66, No. 67, No. 68, No. 69, No. 70, No. 71, No. 72, No. 73, No. 74, No. 75, No. 76, No. 77, No. 78, No. 79, No. 80, No. 81, No. 82, No. 83, No. 84, No. 85, No. 86, No. 87, No. 88, No. 89, No. 90, No. 91, No. 92, No. 93, No. 94, No. 95, No. 96, No. 97, No. 98, No. 99, No. 100, No. 101, No. 102, No. 103, No. 104, No. 105, No. 106, No. 107, No. 108, No. 109, No. 110, No. 111, No. 112, No. 113, No. 114, No. 115, No. 116, No. 117, No. 118, No. 119, No. 120, No. 121, No. 122, No. 123, No. 124, No. 125, No. 126, No. 127, No. 128, No. 129, No. 130, No. 131, No. 132, No. 133, No. 134, No. 135, No. 136, No. 137, No. 138, No. 139, No. 140, No. 141, No. 142, No. 143, No. 144, No. 145, No. 146, No. 147, No. 148, No. 149, No. 150, No. 151, No. 152, No. 153, No. 154, No. 155, No. 156, No. 157, No. 158, No. 159, No. 160, No. 161, No. 162, No. 163, No. 164, No. 165, No. 166, No. 167, No. 168, No. 169, No. 170, No. 171, No. 172, No. 173, No. 174, No. 175, No. 176, No. 177, No. 178, No. 179, No. 180, No. 181, No. 182, No. 183, No. 184, No. 185, No. 186, No. 187, No. 188, No. 189, No. 190, No. 191, No. 192, No. 193, No. 194, No. 195, No. 196, No. 197, No. 198, No. 199, No. 200, No. 201, No. 202, No. 203, No. 204, No. 205, No. 206, No. 207, No. 208, No. 209, No. 210, No. 211, No. 212, No. 213, No. 214, No. 215, No. 216, No. 217, No. 218, No. 219, No. 220, No. 221, No. 222, No. 223, No. 224, No. 225, No. 226, No. 227, No. 228, No. 229, No. 230, No. 231, No. 232, No. 233, No. 234, No. 235, No. 236, No. 237, No. 238, No. 239, No. 240, No. 241, No. 242, No. 243, No. 244, No. 245, No. 246, No. 247, No. 248, No. 249, No. 250, No. 251, No. 252, No. 253, No. 254, No. 255, No. 256, No. 257, No. 258, No. 259, No. 260, No. 261, No. 262, No. 263, No. 264, No. 265, No. 266, No. 267, No. 268, No. 269, No. 270, No. 271, No. 272, No. 273, No. 274, No. 275, No. 276, No. 277, No. 278, No. 279, No. 280, No. 281, No. 282, No. 283, No. 284, No. 285, No. 286, No. 287, No. 288, No. 289, No. 290, No. 291, No. 292, No. 293, No. 294, No. 295, No. 296, No. 297, No. 298, No. 299, No. 300, No. 301, No. 302, No. 303, No. 304, No. 305, No. 306, No. 307, No. 308, No. 309, No. 310, No. 311, No. 312, No. 313, No. 314, No. 315, No. 316, No. 317, No. 318, No. 319, No. 320, No. 321, No. 322, No. 323, No. 324, No. 325, No. 326, No. 327, No. 328, No. 329, No. 330, No. 331, No. 332, No. 333, No. 334, No. 335, No. 336, No. 337, No. 338, No. 339, No. 340, No. 341, No. 342, No. 343, No. 344, No. 345, No. 346, No. 347, No. 348, No. 349, No. 350, No. 351, No. 352, No. 353, No. 354, No. 355, No. 356, No. 357, No. 358, No. 359, No. 360, No. 361, No. 362, No. 363, No. 364, No. 365, No. 366, No. 367, No. 368, No. 369, No. 370, No. 371, No. 372, No. 373, No. 374, No. 375, No. 376, No. 377, No. 378, No. 379, No. 380, No. 381, No. 382, No. 383, No. 384, No. 385, No. 386, No. 387, No. 388, No. 389, No. 390, No. 391, No. 392, No. 393, No. 394, No. 395, No. 396, No. 397, No. 398, No. 399, No. 400, No. 401, No. 402, No. 403, No. 404, No. 405, No. 406, No. 407, No. 408, No. 409, No. 410, No. 411, No. 412, No. 413, No. 414, No. 415, No. 416, No. 417, No. 418, No. 419, No. 420, No. 421, No. 422, No. 423, No. 424, No. 425, No. 426, No. 427, No. 428, No. 429, No. 430, No. 431, No. 432, No. 433, No. 434, No. 435, No. 436, No. 437, No. 438, No. 439, No. 440, No. 441, No. 442, No. 443, No. 444, No. 445, No. 446, No. 447, No. 448, No. 449, No. 450, No. 451, No. 452, No. 453, No. 454, No. 455, No. 456, No. 457, No. 458, No. 459, No. 460, No. 461, No. 462, No

